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TOPICS OF THE DAY

MR. MORGAN

THE NOTE OF POWER runs through all the estimates of the overshadowing personality whose career ended on the last day of March in the city of the Cæsars. Ranging from the eulogies of friends who saw in him the noblest attributes of heart and brain to the colder estimates of critics who regard him as the head and front of tendencies inimical to the real welfare of the country, the appraisals generally concede that his death has removed from the world its most powerful private citizen. As one paper remarks, "kings have died, conquerors have fallen, with less world concern than attended the dying of John Pierpont Morgan, a private citizen of one of the youngest nations." It is no sufficient measure of his power, the same paper asserts, to say that he gathered to himself a fortune running into hundreds of millions, "or that he held direct, almost personal, control over banking and other institutions with assets of $2,000,000,000, or even that he exercised domination in the government of the country's credits, some $23,000,000,000 in all." In seeking a clue to his career most commentators discover two outstanding factors—his own unlimited faith in the industrial and commercial possibilities of the United States, and the unquestioning confidence of the investing public in his business judgment and integrity. Moreover, he thought in millions where other men thought in thousands, with the result, according to the Philadelphia *North American*, that his power expanded until "it overshadowed in some aspects the authority of the Government itself." "In his greater operations he was indeed a partner of the Government—and the senior partner, for the force which he wielded dictated administration policies and guided the course of legislation," adds the Philadelphia paper. "For a parallel case of dominant individuality we can search modern history in vain," declares the Baltimore *News*.

Whatever may be the verdict of posterity, the press comments leave no doubt as to the profound impression the great financier made on the minds of his contemporaries. "Without question," asserts the Philadelphia *Inquirer*, "J. Pierpont Morgan was the greatest constructive financier in the world throughout its history"; and we find the same estimate, differently phrased, in the Buffalo *Evening News*. "His was the broadest vision, the bravest heart, and the most unbreakable word in the whole scene of American constructive effort," affirms the New York *Evening Mail*. "All things considered," says the Brooklyn *Eagle*, "he might have been regarded as the most powerful, useful, and influential private citizen in the world." As viewed by the Toledo *Blade*, he was "a born master of men, more nearly a king than the world has produced since kingliness was a matter of military prowess." Even more superlative are the tributes of his friends and business associates. Thus Joseph H. Choate describes him as "the greatest power for good in America," and ascribes his influence over his fellow men to "his superb and never-failing honesty." To Elbert H. Gary, head of the United States Steel Corporation, he was "the greatest man of the age." According to this witness, "he had the courage of a lion and the heart of a woman," and "I never knew him to do or say anything that seemed dishonest or mean." Moreover, says Mr. Gary, Mr. Morgan's first inquiry in regard to any new venture in times of financial stress related to the effect it might have on the welfare of the people at large. Mr. Stotesbury, one of Mr. Morgan's partners, indorses unqualifiedly the estimate that ranks him as "the greatest financier the world has ever produced."

"I have known him to do things which accomplished great good and which were possibly not known by others than myself," testifies Cardinal Farley, while the Rt. Rev. David H. Greer, Protestant Episcopal Bishop of New York, pays tribute to his unpretentiousness, his "absolute sincerity and integrity," and his "affectionate nature." "He was the possessor of a big brain, a sincere heart, and honesty was the one secret of his success." Altho "he had none of the arts of popularity, and little aptitude for self-expression," remarks Senator Root, "his was the most commanding and controlling figure in this country." "He acquired a great fortune," adds the New York Senator, "by making the prosperity of many and by taking his fair and just share of that prosperity." To John Claflin, President of the New York Chamber of Commerce, he was "the man who above any other combined and embodied the American ideals of enterprise and integrity and courage."

Even Mr. Untermyer, who cross-examined him so searchingly before the Pujo Investigating Committee, bears witness as follows to the purity of Mr. Morgan's motives:

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"Whatever may be one's views of the perils to our financial and economic system of the concentration of the control of credit, the fact remains and is generally recognized that Mr. Morgan was animated by high purpose and that he never knowingly abused his almost incredible power."

Turning from these personal tributes to the efforts of the editors to characterize and explain his genius, we encounter some interesting generalizations. "In the two words character and concentration, the concentration of resources, we find the key to his career," says the New York *Times*. Simplicity and directness of thought, according to *The Sun*, were the salient characteristics of the man. "His grasp of detail, his mastery of essential principles, his perception of the practical, and his instantaneous rejection of the irrelevant, were the properties of a mind of the first class," says *The Wall Street Journal;* and in the Chicago *Record-Herald* we read: "Mr. Morgan's genius was entirely constructive. He exemplified and served the dominant tendencies of the age—combination, efficiency, and economy." To the New York *World* he represents "a link between the financial barbarism of the Gould-Fisk régime and the financial democracy which is the next great promise of the Republic." Says this paper:

JOHN PIERPONT MORGAN.

> "A halt has already come in the business of exploitation. Even Mr. Morgan's power was rapidly waning as government came more and more to assert its sovereignty over plutocracy. The system which he built up with so much skill and effort is doomed to crumble. The Morgan empire is one that the satraps can not govern, and will not be permitted to govern. In time little will remain except the feeling of bewilderment that a self-ruling people should ever have allowed one man to wield so much power for good or evil over their prosperity and general welfare, however much ability and strength and genius that man possest."

The idea that Mr. Morgan's death marks the passing of an era of centralization in industry, commerce, and finance has wide currency both in this country and abroad. Thus a London dispatch quotes "some of our keenest financial observers" as predicting that "the work of decentralization in America which has already begun will from now on make more rapid progress." This view is shared in this country by such papers as the Buffalo *Times*, Washington *Post*, New York *Times*, *American*, *Journal of Commerce*, *Wall Street Journal*, and *Iron Age*, Newark *Evening News*, Milwaukee *Leader*, and Chicago *News* and *Tribune*. Especially interesting on this point is the comment of *The Iron Age*, which is considered by some as a Morgan publication:

> "Mr. Morgan's career ends with the assertion of a pronounced sentiment against the individual acquirement of such power as he used so splendidly for the material upbuilding of the country. It marks a transition."

And in *The Wall Street Journal* we read:

> "There will not be another leader exactly like Mr. Morgan. This by no means implies that there will not be men of his ability, if not of his genius, but the opportunity has been closed to some extent to a career of construction like his by the growth of the country and by recent changes in the financial mechanism. The concentration of monetary power which was the subject of attack by the Pujo Committee was almost entirely personal. There must be concentration in future, but its character is likely to change from a personal to an official or semi-official authority, which everybody will recognize. The very fact that it is formal and recognized will be an advantage, because it will bring the leadership in the market out into the open, where it will be subject to fewer jealousies and misconceptions.
>
> "In order to attain this result, however, there must be changes in our banking organization which will accord at once with the necessity for concentration and with the demand for its exercise in accordance with sound and established rules."

"Mr. Morgan liked to be called a patriot," notes the Philadelphia *Public Ledger*, "and his associates unite in accrediting to him an immense service to all the people of this country when he unfalteringly stood against the wastefulness of corporate competition." When Harvard conferred upon him the degree of LL.D., in 1910, President Lowell characterized him as a "public-spirited citizen, . . . who by his skill, his wisdom, and his courage has twice in times of stress repelled a national danger and financial panic." Commenting on these services, the Cleveland *Plain Dealer* says:

> "Of the late financier's usefulness in two national crises no doubt can be entertained. If, while saving the credit of the Government in 1895 and protecting industry from further panic twelve years later, the house of Morgan made large profits, that is a matter which reflects in no way upon the service performed. Those two performances furnish the measure of Mr. Morgan as a directing genius of finance."

"He unquestionably hastened the development of industry in the United States," says the Socialist Milwaukee *Leader*, because "he brought production, transportation, and finance into direct relation." The Philadelphia *Inquirer* finds further evidence of his patriotism in the fact that "he never sold short any securities whatever," but "followed his father's advice always to be a bull on the prosperity of the country."

His critics, however, are not at a loss in presenting the other side of the case. "There were two fatal defects in his philosophy," affirms the Philadelphia *North American:*

> "He believed that prosperity is created by the dead weight and brute force of masses of money, whereas it is created by the efficiency of the average dollar. And he measured prosperity by bank balances and sales of securities instead of by the welfare of the average citizen."

When public opinion has had time to form a more judicial estimate of his career, suggests the New York *Evening Post*, it may conclude that his faith in the future of the country led him too far in his campaign of exploitation. We read:

> "History has produced great financiers who, in an era of public excitement and speculative excesses, devoted all their individual powers to the work of restraining and controlling the dangerous tendencies of the day. It will always remain a matter of deeply interesting discussion just how events financial would have moved in 1901 and 1902, had Mr. Morgan pursued a policy of that nature.
>
> "That he did not pursue such a policy, but elected rather to lead in the memorable campaign of exploitation; that he apparently saw no limit to the possibility of new machinery of hundred-million and thousand-million amalgamations—these well-known facts will be the crux of later historical controversy over the great career now ended. It is perhaps too early, even now, to pass judgment finally on that episode. Some questions involved in it, such as the period's utter misconception of the capacity of credit and capital to endure the prodigious strain imposed, have been settled by subsequent events. Others, such as economic necessity or value of the enormous industrial combinations, are still matters of active controversy, to which only future economic history can give a conclusive answer."

The Brooklyn *Citizen* is concerned lest the newspaper laudation of Mr. Morgan's career should tend to establish in the public mind a wrong ideal of greatness:

> "That a poet, or philosopher, or painter, or musician may conceivably do a great deal more for the development of civilization than the owner of any possible amount of money is practically ignored. In good round terms Mr. Morgan is spoken of in most of the newspapers before us as the greatest American of our time. What is quite certain is that the young man who rises from the perusal of the accounts given of Mr. Morgan's achievements without feeling that he was the consummate product of our era, must be peculiar. . . . . . .
>
> "The suggestion we make is that granted, as it ought to be, that the deceased was all that is claimed for him, it is a misuse of language to characterize him as one of the great men, if not the greatest man, of the age. Much more carefully qualified language must be employed if the standards of excellence inherited by the American people are not to be set aside. . . . . . .
>
> "It is important to have the public mind protected from the delusion that it is by the activities of men like Mr. Morgan, and not by the virtues of the industrious millions, that the country prospers."

To the Milwaukee *Journal* Mr. Morgan represents "not a civilized but a barbaric force":

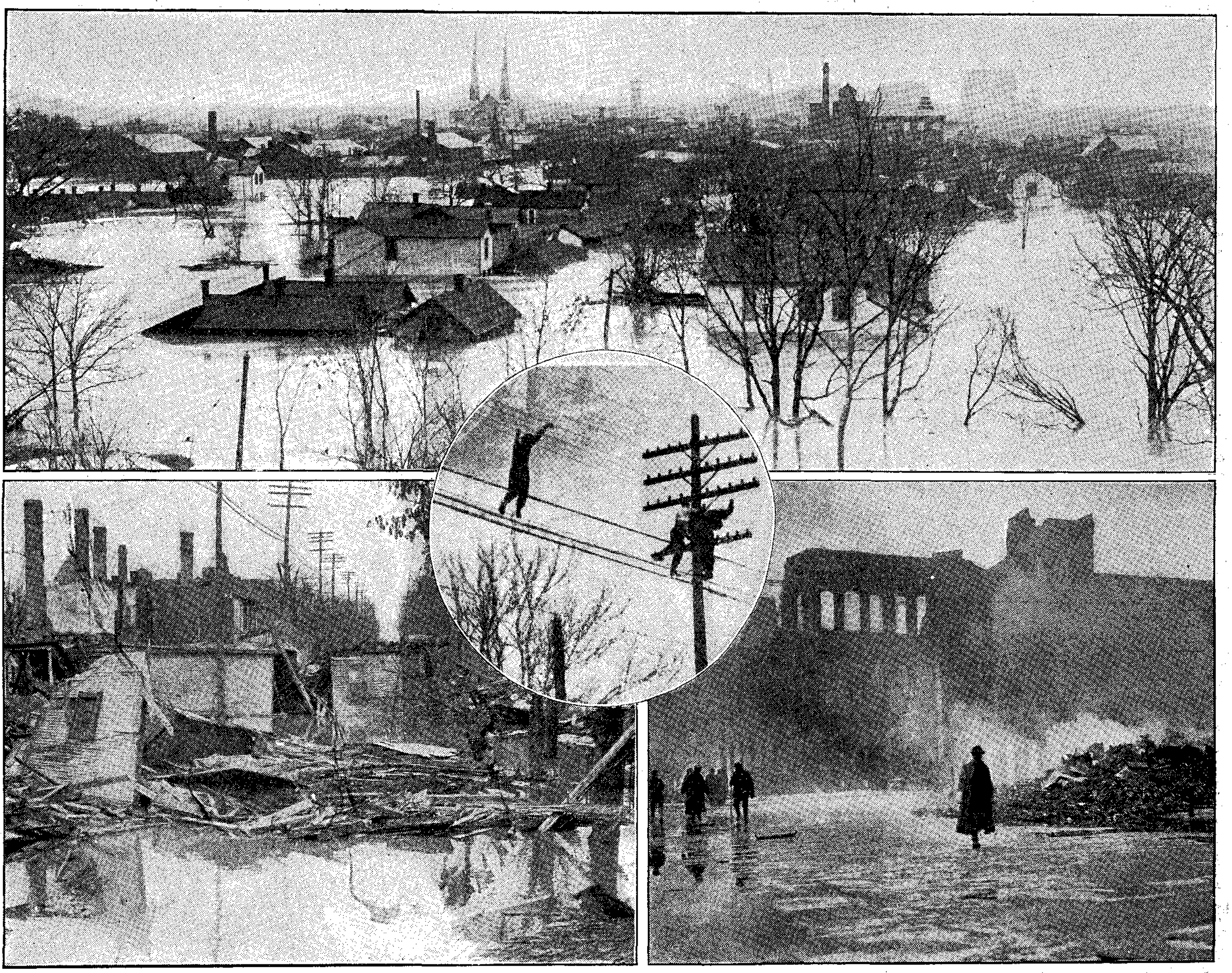
> "One looks in vain over the work of this master genius to discover any recognition of humanity, any effort to do good to the soul of man, any yielding of the stern principle that one power must dominate, at the cost of blood and lives and tears."

The Socialist New York *Call* is skeptical concerning the towering image of Mr. Morgan reflected in the press, discounting it as "an allegory—almost a myth." According to this view, he was merely the symbol of the "vast social productive forces."

Some of the most notable movements or events in which Mr. Morgan figured are summarized as follows by *The Wall Street Journal:*

> "The development of foreign-exchange business and closer financial relations with the European bankers.
>
> "The enlistment of foreign capital on a large scale in American enterprises.
>
> "The protection of the United States Government from repudiation by the bond sales in the second Cleveland Administration.
>
> "The elaboration of a policy of cooperation among bankers and railroad men for the purpose of preventing cutthroat competition, and securing safety to investors.
>
> "The reorganization of railroads going into the hands of receiver as a result of destructive competition, and the management of the reorganized railroads by voting trust, interlocking control, and gentlemen's agreements designed to secure cooperation.
>
> "The work of procuring stability in the conduct of industrial companies by the organization of the United States Steel Corporation and other large industrial concerns.
>
> "The contest with Harriman and the final adjustment of the difficulties which produced the Northern Pacific panic.
>
> "The assistance rendered in the panic of 1907.
>
> "The concentration of banking power by the combination of banks and trust companies on a larger scale than ever before attempted in this country."

HIS SUCCESSOR, J. P. MORGAN, JR.



THE WORK OF FLOOD AND FIRE.

Across the top of the page is a general view of the submerged city, and below is seen, at the left, a group of Dayton residences literally torn to pieces by the flood, and at the right a business building destroyed by the fire which followed. The center picture (copyrighted by the International News Service) shows people clambering to safety along the telegraph wires. The loss by flood and fire in Dayton may reach $80,000,000.

LESSONS IN THE RISING OF THE WATERS

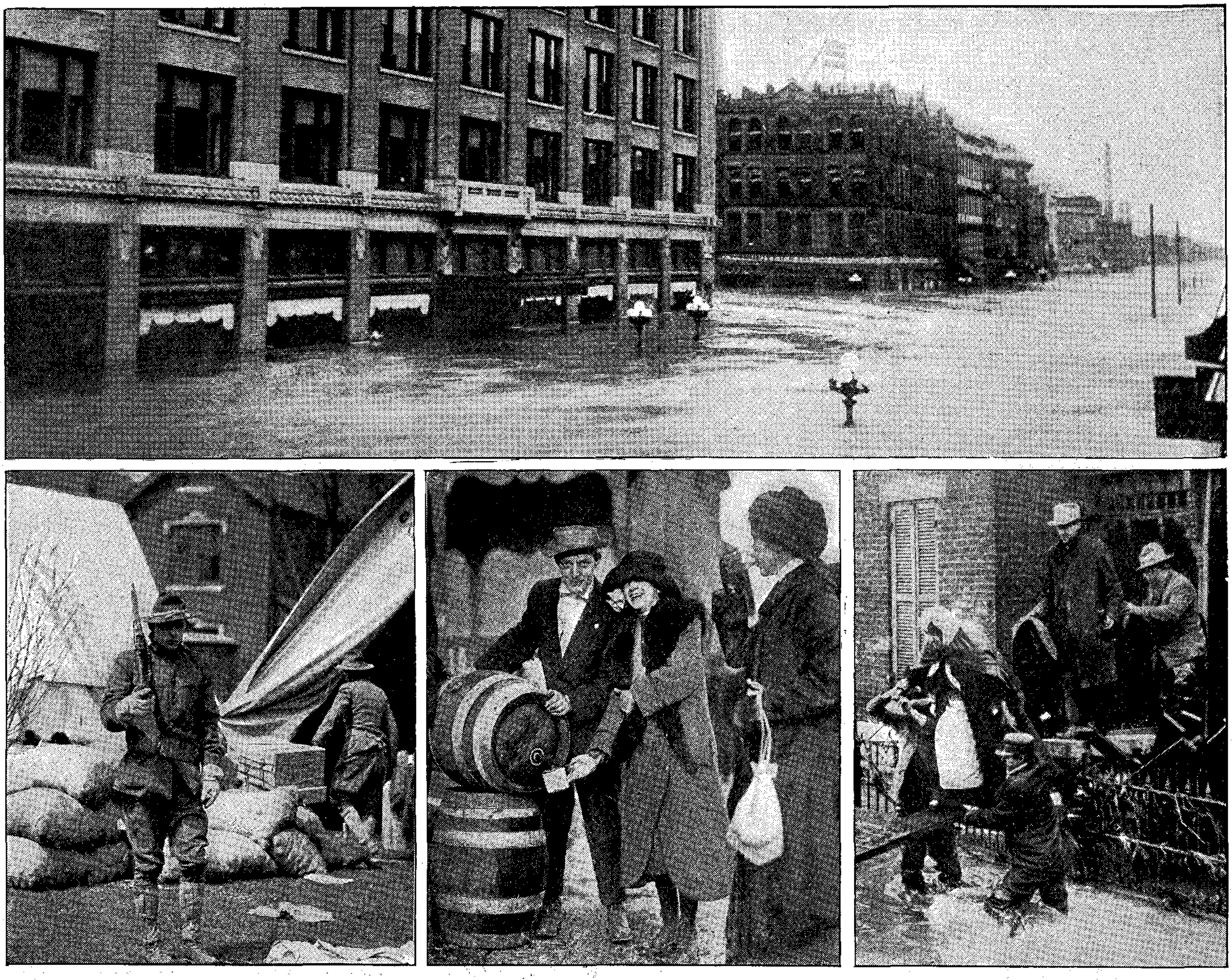
THE DOWNWARD REVISION of the list of those drowned in the floods in the Middle West does not keep the editors of that region from agreeing with *The Ohio Farmer* (Cleveland) that the "combination of circumstances—wind, flood, fire, cold"—was the "worst general calamity that has ever visited this section of the United States." The total number of deaths in Ohio is now not thought likely to exceed 500, and in Indiana 50. Estimates of the complete damage to property run from $100,000,000 to $350,000,000. And while the people of the Mississippi Valley are forewarned, and may thus escape the fate of those trapt in the rising of the Scioto and the Miami, much loss of property is expected as the flood waters sweep southward to the Gulf. Railway men are said to believe that the damage to steam-railroad property alone in Ohio and Indiana may reach $50,000,000. The steel trade, according to trade authorities, was "hit to about 30 per cent. of its productive capacity." Then there are streets, bridges, sewers, and lighting and power systems put out of commission, to say nothing of the destruction of factories, stores, homes, and farms.

It is a "staggering lesson," declares the Chicago *Tribune*, and it should reach Congress "with force enough to move it to action." This very week the National Drainage Congress meets in St. Louis, and these calamities, as President Wilson remarks, "make clearer than ever before the imperative and immediate necessity for a comprehensive and systematic plan for drainage and flood control." "It is not enough to build reservoirs, dams, and levees," notes the Chicago *Record-Herald;* "there must be truly efficient and economical building of such works, which will conserve as well as preserve." The St. Louis *Globe-Democrat* reminds its readers that flood control has never yet been attempted on the necessary scale:

> "Measures of prevention have been few and of a temporizing kind. Dams, reservoirs, and levees are often insecurely built. The expense of such structures made sure is apt to be viewed with dismay. It is true that the incidental benefits, in addition to flood control, are many and give extensive returns. The first cost of a comprehensive system has been a barrier. In many cases there are geographical complications, such as rivers that reach through more countries than one. Questions of jurisdiction must be counted in as well as the amount of money required. Flood legislation on the scale evidently necessary is practically a new proposition."

The plan set forth in the Newlands Bill was discust in last week's issue of THE LITERARY DIGEST, and it is hardly necessary to repeat suggestions for flood prevention which have frequently appeared in print. Now, however, Congress is more likely to act than ever before, and Secretary of the Interior Lane believes that much can be done by the Reclamation Service of his Department. He says:

"We must adopt an adequate system for the control of runoff



EASTER WEEK IN DAYTON.

A view of Main Street showing the depth of the water (photo copyrighted by the International News Service) appears above three typical scenes following the abatement of the flood. They show militiamen guarding supplies (photo copyrighted by Underwood & Underwood), pure water being served from beer kegs, and the rescue of a family from a tottering house (photo copyrighted by the International News Service).

at the headwaters of the tributaries of the Mississippi. . . . Each small river is a part of a larger river and the larger river a part of the great stream which finally carries the flood to the ocean. These streams act as giant sewers. It is necessary to deepen or straighten channels, build levees, and possibly go into the problem of forestation to deal with the problem."

Reforestation is urged in many quarters. Indeed, says the Chicago *News*, "aside from the building of levees to protect the surrounding lands from overflow, there seems to be little other recourse." But, it adds,

'One great obstacle to this in Ohio is that there is practically no waste land. Farms occupy 94 per cent. of the State's area, and over 78 per cent. of these farm lands are improved. Agriculture is likewise Indiana's main interest. Its farms cover a large part of the State's area and are extremely valuable. The low watersheds of these States are raising crops and can not be turned back into forest tracts."

Yet could we once get the rivers under control, we read elsewhere in *The News*, the work might almost pay for itself in the increase of agricultural wealth:

"Much of the land which might be cultivated with profit is submerged all or part of the time. Swamp and overflowed lands were estimated by the Federal Department of Agriculture in 1907 to amount to 77,000,000 acres, which could be drained and otherwise made fit for cultivation at an average cost of $15 an acre. Figuring the present value of these lands at an average of $8 an acre and their value after drainage at $60 an acre, the net increase in value after paying drainage costs was found to be $2,849,000,000. . . . . .

"Reasons for making this fertile land available for use—chiefly the fact that the population is growing fast and that the land is needed to raise foodstuffs—add force to the movement for controlling the country's rampaging rivers.

"With a proper system of development this work would more than pay for itself in increased land values that might properly be made to meet the cost of adequate river control."

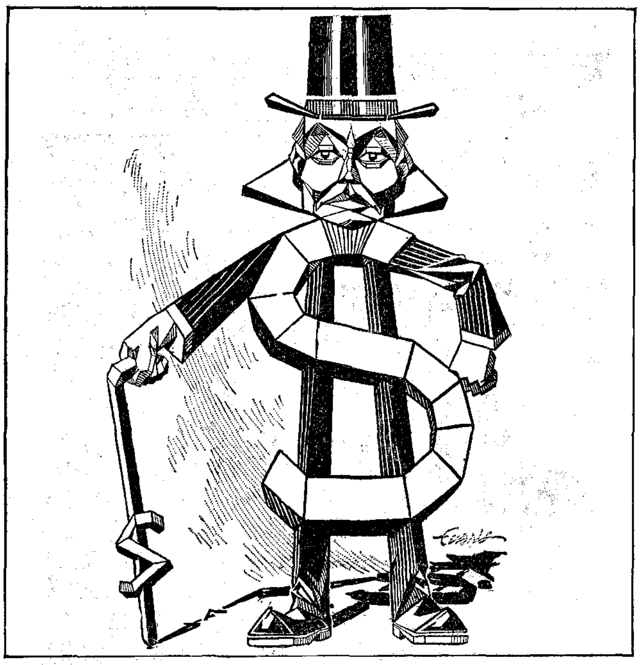
"The crime of the pork barrel," protests the Grand Rapids *Evening Press*, is responsible for the recent inundation. For, as the Michigan editor sees it:

"This Government already has spent more than $200,000,000 in confining the Mississippi and its feeders within their boundaries.

"This money, wisely expended, spent according to a systematic and comprehensive plan, would have made life and property safe forever in the myriad cities, towns, and open country situated either on the main river or on one of its many branches or sub-branches. Because it has been foolishly, heedlessly expended we have year after year a flood situation that only China would tolerate."

An interesting suggestion made by several dailies is that the Government establish wireless stations in the interior of the country as well as along the coast. Such a system would be practically storm- and flood-proof and cities would not be completely isolated when the ordinary wire telegraph and telephone systems are broken down.

WILL THE WEBB LAW WORK?



CUBIST IDEA OF AN AMERICAN AMBASSADOR.
Emphasizing the Dominant Quality.
—Evans in the Baltimore *American*.

NOW THAT the Webb Act, prohibiting the interstate shipment of intoxicating liquors for use in violation of State laws, is in force, the question is being asked, particularly by those engaged in antisaloon activities, and by those connected with the liquor trade: How will it work? The position taken by one opponent of the law, the Dayton *Journal*, that "in reality it amounts to nothing, and was never intended to amount to anything," is hardly strengthened by the experience of the Louisville correspondent of *Mida's Criterion*, a Chicago liquor-trade journal. He thinks it "fairly safe to say that no statute was ever passed that has caused such widespread comment, speculation, and inquiry as the one in question." Travelers for Louisville firms tell him "that as soon as they present their cards to the outside houses with a view to reaching the head and doing business, they are bombarded with questions as to what is really to happen under the law." Something has already happened, it might be noted. We find both liquor-trade papers and Anti-Saloon League organs summarizing news dispatches telling of the Southern Express Company's instruction to local agents not to receive shipments for any prohibition territory in violation of the Webb Act. They also quote a recent issue of the Kansas City *Star* as follows:

> "Three Kansas City railroads issued orders to-day to their freight departments not to accept shipments of liquor into prohibition States except at the shippers' risk. Two railroads put the ban on liquor shipments into Oklahoma entirely.
>
> "The legal departments of the other four railroads that go west and south from Kansas City have notified the freight departments they are studying the new law and that instructions as to what to do will be issued as quickly as possible.
>
> "The Missouri, Kansas & Texas and the Atchison, Topeka & Santa Fe railroads refuse to accept any shipments at all for Oklahoma. For shipments into Kansas they require the liquor dealer to certify that the order is *bona fide* and that the name of the consignee is on file in the liquor dealer's office. The name must be on the bill of lading. They also require the shipper to take all the risk and give up the right to claim damages if the liquor is seized or confiscated."

Actual seizures have been made by Oklahoma officials under the Webb Law, and South Carolina shipments have been held up. Congressman Webb, the author of the law, thinks that some of these acts will soon furnish an opportunity for a judicial opinion upon its constitutionality. According to a Washington dispatch printed in *The New Republic* (Westerville, O.), Mr. Webb, after a talk with Attorney-General McReynolds, "understands that the Attorney-General will intervene in the first case that is brought challenging the operation of this law in any State so that when the matter is carried forward to the Supreme Court, in a test case, the Government will be fully represented." The unconstitutionality of the law is urged not only by the liquor interests and by those opposed to the measure on principle, but by such legal authorities as Senator Root and former Attorney-General Wickersham, and even by at least one Congressman who voted for the bill out of deference to the wishes of his constituents. President Taft's opposition on the same ground preceded the action of Congress in passing the Webb Bill over his veto. He explained that he considered "it to be a violation of the interstate commerce clause of the Constitution, in that it is in substance and effect a delegation by Congress to the States of the power of regulating interstate commerce in liquors which is vested exclusively in Congress."

Another objection frequently met is based upon the fact that the bill prohibits the shipment of liquor from one State into another in case (to quote the law) the "liquor is intended by any person interested therein to be received, possest, sold, or in any manner used either in the original package or otherwise, in violation of any law of such State." That is, as one Congressman argued on the floor of the House, the inhibition "is based upon an intent existing and undisclosed in the mind of the consignee" to use the liquor unlawfully. *The National Bulletin* (Cincinnati) of the National Wholesale Liquor Dealers' Association of America gives out this information for those readers who are anxious to know what new situation has been created in the wholesale liquor business by the passage of the law:

> "The law simply prohibits the shipment in interstate commerce of intoxicating liquors where such liquors are intended to be used by any one in violation of any law of any State or Territory into which such liquors are shipped.
>
> "That is all there is to it. All other shipments are lawful. . . .
>
> "The law provides no penalty. It can not be enforced in a Federal court nor by any Federal official.
>
> "It simply delegates the regulation of interstate commerce in liquors to the authorities of the various States. . . . . .
>
> "The goods become subject to the laws of a State into which they are shipped prior to delivery to the consignee.
>
> "Before the Kenyon Bill became a law they did not become subject to the laws of a State until *after* delivery to the consignee."

The Brewers' Journal (New York) is less patient:

> "The 'enforcement' of the law will, to some extent, hamper a trade which, in all but eight of the States forming this Union, is considered to be legitimate and legal; and it will compel many brewers, wholesalers, and retailers to spend thousands of dollars for lawyers' fees, costs of legal process, etc., etc.; it will drive many men engaged in the trade out of business, and all this simply because a few prohibition agitators assert that the failure of prohibition, so far, has been due to the fact that, in present conditions, intoxicants can be shipped into 'dry' territory. . . . But in spite of all this, the American brewing industry as a whole will continue to prosper, and we are firmly convinced that if there be a possibility of strictly enforcing a law prohibiting and thus preventing interstate shipments of intoxicants, not many years will pass until that law shall be revoked by Congress at the indignant command of an overwhelming majority of the American people."

Somewhat different, of course, is the antiliquor idea of what the new law "will do and what it will not do." To quote a representative editorial appearing in *The New Republic:*

> "Inasmuch as no State has prohibited a man from getting liquor for his own use, it follows that the Webb Law will not interfere, and was not intended to interfere, with a man sending outside of the State for a reasonable quantity for his own use.

> "But this thing of having liquor shipped by the carload or in large quantities to boot-leggers to be peddled out under protection of the Federal law, is now at an end. . . . . . .
>
> "Under State search and seizure laws, the local officers can now seize instantly every shipment of liquor that comes to their town in case they have reason to believe that it is to be used for unlawful purposes, and it is up to the consignee to prove to the contrary."

Aside from the concrete results which may follow the workings of this legislation, its passage by Congress, as the Kansas City *Star* observes, "shows the drift of public sentiment." And the thoughts of many editors of religious journals are reflected in this paragraph from the Nashville *Christian Advocate:*

> "The prohibition wave is truly sweeping onward. The passage of the Webb Bill has heartened the whole nation. Whether or not the bill shall be pronounced constitutional, the next movement in order should be an amendment of the Constitution guaranteeing the right of the State to protect its prohibition territory from interstate invasion of its rights."

THE PUBLISHER AS AMBASSADOR

THE APPOINTMENT of Walter Hines Page, of *The World's Work*, to succeed Whitelaw Reid, of the New York *Tribune*, as our Ambassador to Great Britain pleases most of Mr. Page's fellow editors, and perhaps thrills some of them with anticipation. A few, indeed, wonder, with the Philadelphia *Bulletin*, at the awarding of "the grand prize of the diplomatic service to a man who is comparatively unknown to the public," or fear, with the Boston *Transcript*, that he "may find the duties of his office novel to the point of perplexity." The selection of the editor of a publication "which has been most steadily eulogistic of the new President" might raise a question of taste, thinks the Boston *Herald*. And what the Springfield *Republican* calls "the pin-prick of a critic" is found in this observation of the New York *Herald:* "Disraeli made his private secretary a peer. Why should not a President make his publisher an Ambassador?" But these "pin-pricks" do not occur so often as do the satisfied declarations that "Mr. Page's life has been a training for the distinguished responsibilities" of his post, that he has all the necessary personal qualifications, and that in him the British people will see "a fair human presentment of the American Republic." His close associates, so the Philadelphia *Record* hears, speak of him as a "born diplomat," and several newspapers recall that the late O. Henry once said of Mr. Page:

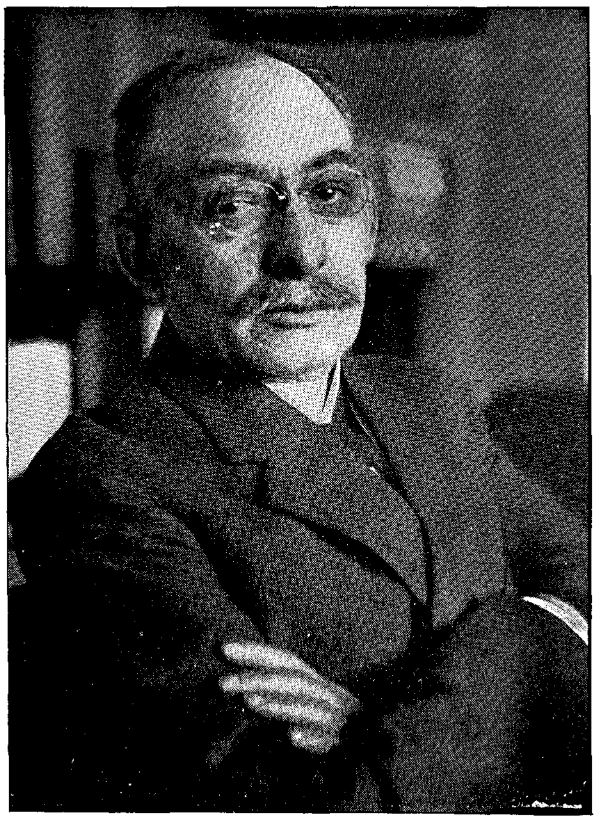
> "He can write a letter declining a contribution with thanks and word it so sweetly that the recipient can take the letter to a bank and borrow money on it."

Since Mr. Page is now for the first time a prominent official figure before the American public, it might be well to point out that he was born in North Carolina fifty-eight years ago, and received his education in Randolph-Macon College and Johns Hopkins University. Since then, we read in the New York *Sun:*

> "He has been successively newspaper reporter, publisher, special writer, editor of *The Forum*, literary adviser of Houghton, Mifflin & Company, editor of *The Atlantic Monthly*, member of the firm of Doubleday, Page & Company, and editor of *The World's Work*. He was a member of President Roosevelt's Country Life Commission, and is now a member of the General Education Board."

Southern enthusiasm over Mr. Page's appointment and his immediate acceptance appears in the Richmond *Times-Dispatch's* assertion that "no man since James Russell Lowell has been more splendidly qualified to represent the American people at the Court of St. James's." And this journal adds that the choice "must command the profound satisfaction of the country," since "the republic of letters is again recognized in the field of American statesmanship." This is a thought which occurs to most of the New York papers, variously stated. Yet the New York *American* contends that "Mr. Page is not a 'man of letters' in the familiar sense of that phrase." He is rather a man of affairs. And these affairs are not those of private gain, but "those of contemporaneous civilization." *The American* then explains:

> "He has made great investments of time and labor in the diffusion of practical knowledge and in the promotion of a thousand workable ideas. . . . . . .
>
> "We expect him to care more for actualities than for theories—to be more interested in the solid things of American civilization than in the subtleties of diplomacy or the visions of sentimentalists."



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WALTER HINES PAGE,

Editor, publisher, lifelong friend of the President, an "original Wilson man," his selection as Ambassador to Great Britain is looked upon as a "personal appointment" by a Chief Executive who prefers brains to dollars in our diplomatic service.

Pursuing a similar thought, the New York *Globe* emphasizes his exceptional familiarity with American public opinion, so that "if English statesmen want to know what the United States is thinking and feeling, they can find out from Mr. Page." These two editorial utterances are supported by this paragraph from a dispatch to the Brooklyn *Eagle*, dated from Garden City, Mr. Page's home:

> "Mr. Page has for years devoted a great deal of his time to the study of conditions among the inhabitants of the various sections of the United States, and his knowledge covers a very broad scope. He has traveled extensively, studying and writing of agricultural, industrial, and educational matters, and his corps of associates on the staff of *The World's Work* have kept him constantly in touch with each new development and problem in the different States of the Union."

In view of the large expenditures which Mr. Page's predecessor made from his own pocket while Ambassador, and President Wilson's apparent reluctance to choose diplomats for their wealth, it is interesting to note that Mr. Page is reckoned as "not a rich man." This fact pleases the Springfield *Republican* "as affording refutation of the claim that only millionaires are eligible to represent the United States abroad." Similar editorial observations are made by the New York *Journal of Commerce*, Brooklyn *Eagle* and *Citizen*, and Philadelphia *Public Ledger*, while the New York *Times* comes to the conclusion that "if Mr. Page is to set a new example for our diplomats abroad in his mode of life, avoiding entertainments which, so far from increasing respect for us as a nation, merely strengthen the mistaken foreign belief that we are all inclined to extravagance and ostentation, the country is to be congratulated on his appointment." When asked to state his position on this point, the new Ambassador is said to have replied:

> "If you know me, your question is answered. The embassy will be modest, and we hope dignified."

THE PROGRESSIVE SENATE

THE POLITICAL REVOLUTION of the last few years is nowhere so evident, say several newspaper writers who have been watching things at Washington, as in the new organization of the United States Senate. First, there is a safe Democratic majority of six, giving the party complete control of the Government for the first time in eighteen years and for the second time since the Civil War. Then, the reorganization of the Senate has been accomplished in a way paralleling the overturn of "Cannonism" in the House, by the practical abolition of the seniority rule in making up committees. The results of these two changes, especially when the personnel of new leaders is considered, are such as to persuade the Brooklyn *Eagle's* (Ind. Dem.) Washington correspondent and the editors of the Washington *Times* (Prog.) and *Herald* (Ind.) that the Senate is now actually a more progressive body than the House.

The breaking of the Illinois deadlock, by the election of Col. James Hamilton Lewis (Dem.) and L. Y. Sherman (Rep.), enables the Senate to meet without a vacant chair. There are fifty-one Democratic Senators, forty-four Republicans, and one Progressive, Miles Poindexter, of Washington. This will be the party line-up for the next two years, unless death invades the chamber. And before the end of this time, notes the New York *Press* (Prog.), the Constitutional amendment providing for the direct election of Senators will probably be in force, so that the next Senatorial elections may be by popular vote.

President Wilson's exceptional opportunity is noted by *The Press* in its Washington correspondence, for he has both Houses of Congress with him by "an overwhelming majority," while

> "In only two years of President Cleveland's tenure in office did he have both branches of the national legislature in political accord with him. And for only two years did Taft have a Republican majority in both the House and Senate."

Tho Mr. Poindexter is the only out-and-out third-party Senator, *The Press* names as Progressives who still retain "official connection with the Republican party," Senators La Follette, Cummins, Gronna, Bristow, Clapp, Borah, Crawford, Kenyon, and Norris.

The new Senate organization is intended, as Senator Kern puts it, to make that body "Democratic not only in name, but in practical results." It has thrown off, explains the Providence *Journal* (Ind.), "the customary control of a perpetual succession based on seniority of service," and the country is "disposed to applaud," thinks the Springfield *Republican* (Ind.), which proceeds to note some of the consequences of the revolution:

> "Senator Bacon, of Georgia was defeated [by Mr. Clarke, of Arkansas] in the Democratic caucus for president pro tem., which he had set his heart upon. Senator Martin, of Virginia, lost the place of leader of the Senate, which went to Senator Kern."

The seniority precedent was upheld in the choice of Furnifold M. Simmons, of North Carolina, as chairman of the Finance Committee, which will handle tariff revision. But the chairman finds himself at the head of a committee majority made up of progressives pledged to radical tariff reduction. The Committee on Banking and Currency, nearly as important in view of approaching monetary reform, is headed by Senator Owen of Oklahoma.

The Republican insurgents, "a hopeless minority," had to see their party go to wreck, notes the Washington *Times*, but—

> "The Democrats are more fortunate. Their aggressive liberal element comes to the top at the very beginning of Democratic ascendency in the upper chamber. They are started right instead of wrong, so far as that body is concerned. Everything indicates that the Senate is become the more progressive, aggressive, radical chamber. Conversatism must make its headquarters in the House."

TOPICS IN BRIEF

It is through an oversight of Providence, doubtless, that born diplomats are not also born rich.—*Washington Post.*

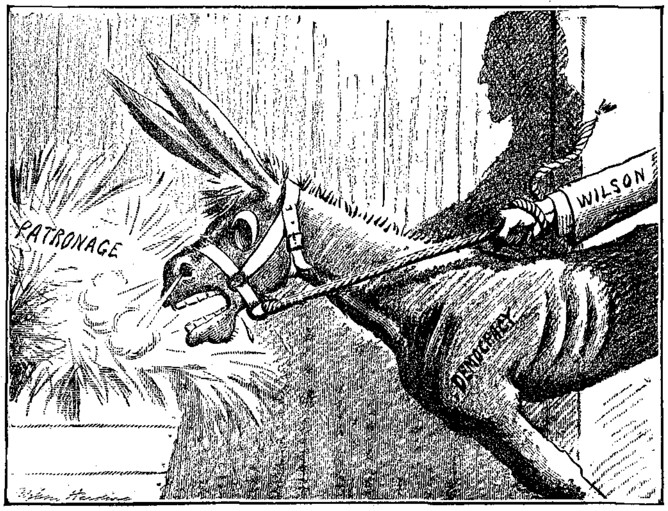
Pittsburg has jobs for 10,000 men, but the Washington office-seekers are not looking for that kind.—*Wall Street Journal.*

We can not be too thankful that the patient simplified spellers have not yet been driven to militant methods.—*Cleveland Plain Dealer.*

Almost any ambitious Democrat is sufficiently non-partizan to admit that the Ambassador to Mexico should not be removed to make a place for him.—*Kansas City Journal.*

The announcement by the Mexican government that there will be no more blood shed in Mexico City may be taken as significant evidence that the supply of Maderos is exhausted.—*Southern Lumberman (Nashville).*

The Administration has 10,384 offices to bestow and has 131,530 applications. This fact is an effective answer to those who sneer that Americans take no interest in governmental affairs.—*Philadelphia North American.*



"WHOA, EASY THERE!"
—Harding in the Brooklyn *Eagle*.

Nothing pacifies the martial spirit like a squint at the bottom of the war-chest.—*Washington Post.*

Mr. Wilson has declined a present of a razor and a strop. Why didn't he turn it over to Redfield?—*Syracuse Post-Standard.*

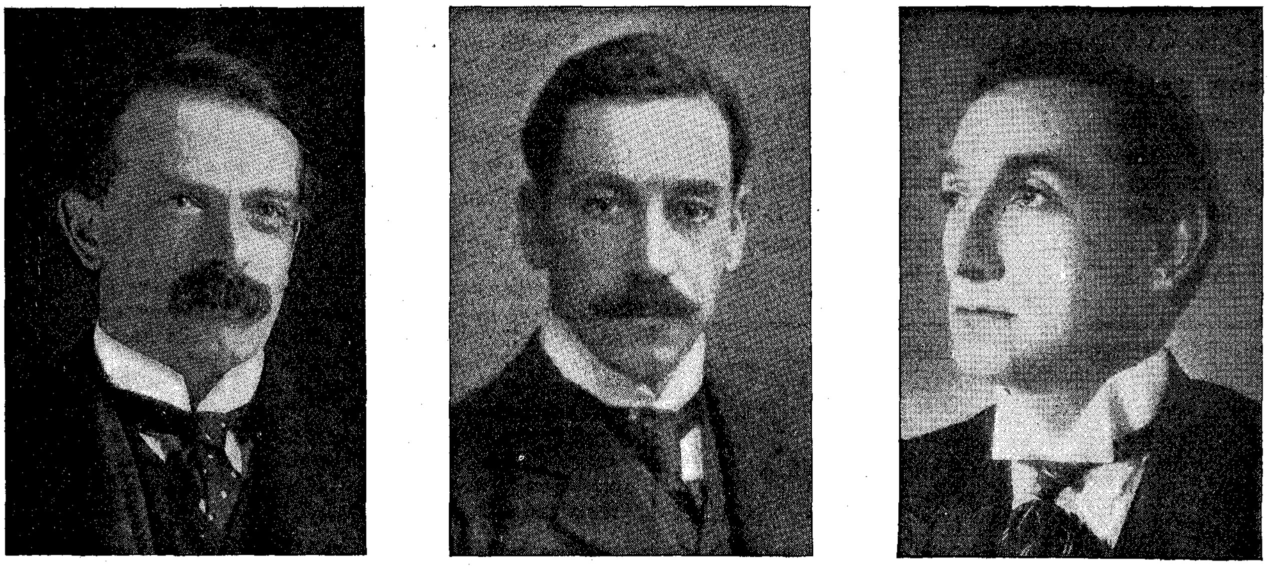
President Wilson has 1,400 appointments to make—and several times that number of disappointments.—*Manchester Union.*

Diplomatic appointments are going a-begging. Everybody seems disposed to stay in the United States now that the Democrats have taken charge.—*Jacksonville Florida Times-Union.*

Earnest office-seekers say it serves the President right. He shut 'em all out of the White House, and now he can't find enough men to fill the ambassadorships.—*Philadelphia North American.*

Bill pending in Kansas legislature providing that "when two trains approach a crossing both shall stop, and neither shall go ahead until the other has passed by," could hardly be called progressive legislation.—*Wall Street Journal.*

FOREIGN COMMENT



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MR. LLOYD-GEORGE,
Chancellor of the Exchequer

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MR. HERBERT SAMUEL,
Postmaster-General.

SIR RUFUS ISAACS,
Attorney-General.

BRITISH MINISTERS ACCUSED IN THE MARCONI CASE.
One declares he never owned any Marconi shares and the other two explain that their holdings were in the American Company.

ENGLAND'S MARCONI SCANDAL

THE STOCK SPECULATIONS of British Government Ministers which compromise such leaders as Mr. Lloyd-George have caused a scandal and brought about a lawsuit in England that threatened at one time to overturn the Ministry. The fracas began when Mr. Herbert Samuel, Postmaster-General, and Sir Rufus Isaacs, Attorney-General, were accused by the Paris *Matin,* which has an office in London, of fraudulently transferring to the British Government certain stock certificates of the Marconi Wireless Company. They bought such stocks at about ten, it was alleged, and sold them to the Government at forty, or thereabouts. When the *Matin* people were charged with slander they publicly withdrew their statements and apologized; but they were sued for libel in London and their complainants were fully exonerated from criminal act or intent. The shares dealt in, it appears, were of the American Marconi Company, not the British concern, and Mr. Samuel denies that he ever had shares in either. Then the matter was taken up by Parliament and an investigating committee appointed, one of whose members has resigned, charging a plan to "whitewash" the accused. Whatever the committee's report, the affair seems likely to play a prominent part in British politics for some time to come. Among the best comments on these proceedings is probably that of *The Saturday Review* (London), which runs as follows:

"The evidence comes to this—that neither of malice nor by accident has any member of the Government had any dealings with the British Marconi Company. But Sir Rufus Isaacs has dealt heavily in shares of the American Marconi Company. Moreover, he induced his friends, Mr. Lloyd-George and the Master of Elibank, to come in.

"The British and the American companies are distinct; and it is very difficult to judge whether the fortunes of Marconi patents in England could have any influence upon the fortunes of Marconi patents in America. Sir Rufus Isaacs's deal, in fact, was speculative. He 'fluttered' in the Stock Exchange, and persuaded his friends to 'flutter.' The imprudence of this is clear; but it is not, in the light of the evidence, corrupt practise.

"Might it not be better for Ministers of the Crown to keep clear of the Stock Exchange as a source of profit? Sir Rufus Isaacs and Mr. Lloyd-George are paid high salaries, in return for which they are expected to keep themselves from even the appearance of evil. Sir Rufus seems distinctly uneasy about his deal in American Marconis—else why should he be so anxious to publish that he made nothing out of the transaction? It does not make the deal more innocent that the dealers were unsuccessful."

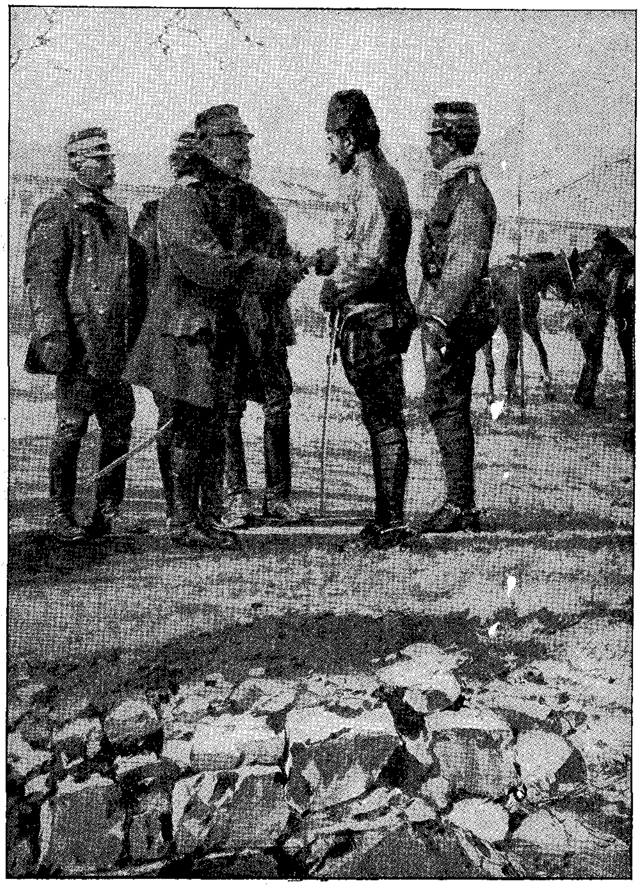
The London *Times* leaves the final decision of the question to the House of Commons committee which will have to pass final judgment on the transaction, which this paper concisely accounts for in the following judicial terms:

"It is a matter for sincere satisfaction to all right-minded men that Sir Rufus Isaacs and Mr. Herbert Samuel have been able to give in the witness-box the most unqualified denial of the charges inadvertently made against them by the *Matin.* Englishmen are rightly sensitive about the personal honor of public servants, and their proud conviction that, whatever may happen in the struggles of political parties, no British Minister will stoop to the abuse for private ends of the immense confidence reposed in him, is the saving salt of political life. There is nothing in the vicissitudes of party strife which can compare for a moment in importance with the maintenance full and unimpaired of the high tradition of the personal incorruptibility of British statesmen. Sir Rufus Isaacs and Mr. Samuel have both given a clear, explicit, and categorical denial of the rumor or insinuation that they, being in possession of official knowledge of the Government contract with the Marconi Wireless Telegraph Company, bought shares in that company while the price was low in order to profit by the rise which was to be expected when the effect of that contract came to be appreciated by the public. Mr. Samuel declared that he had never at any time bought or sold or possest any share in this or any other wireless telegraph company; that he has had no interest, direct or indirect, of any kind whatsoever, in any Marconi Company; and that he has never directly or indirectly been connected with any purchase or sale of any such shares. Sir Rufus Isaacs was equally explicit and emphatic in his disclaimer as regards the English company. . . . . . .

"It still remains for the House of Commons Committee to investigate the slanderous charges that have been circulated. We are of opinion that more delicacy might have been shown by the Ministers involved in the selection of their investments. But mere lack of judgment is a very different thing from the monstrous offenses that have been imputed to them."

WHERE CONSTANTINE WON HIS SPURS

THE PRELUDE to the fall of Adrianople was the capture of Janina. It was on March 6 that the Greek Army under the then Crown Prince, now King of Greece, received from Essad Pasha the surrender of the latter city, together with 32,000 Turkish troops. The irony of fate appears in the circumstance that Essad Pasha and Constantine had studied together in Germany. We find from the European press that the success of Greek arms was received in Athens with a loyal enthusiasm exprest by the ringing of church bells and the singing of the national anthem—too soon to be exchanged, remarks the Paris *Figaro*, for the doleful strains of the "Dies Iræ." The Greeks, declares this paper, have now proved that they are worthy of their brave allies at Adrianople and Scutari. We learn from the *Orient* (Constantinople) that Constantine was a genuine godsend, a providential deliverer. In the words of this paper:



ACTUAL SURRENDER OF JANINA.

Essad Pasha's brother, Vehid Bey, second from the reader's right, surrendering the city to General Soutzo, after a Turkish rule of 500 years.

> "General Sapounjakis was at first in command of the Greek attacking force; but he made fatal and costly blunders in exposing his troops and launching useless attacks on the almost impregnable hill of Bizani, southeast of the city. At length, about a month ago, the Crown Prince was given command of the operations around Janina, and began a careful movement, not toward Bizani, but far to the left (west), where the fortifications were less formidable. Last Wednesday there was a spirited attack on the St. Nicholas fort, which was captured, and its heavy siege guns turned on Bizani. This unexpected move demoralized the Turkish force, which retreated on the city itself. Nothing could withstand the ardor of the Greek attack under the Crown Prince; and early Thursday morning, the gallant Essad Pasha, yielding to the inevitable, decided to prevent useless bloodshed by surrendering unconditionally. The forces thus captured by the Greeks, including Albanian irregulars, are said to be 32,000. The consuls of Russia, France, Austria, and Rumania are said to have acted as intermediaries to bring about the surrender. A telegram from Athens places the Greek losses in capturing the city at 5,000."

The importance of this victory and its significance from many points of view may be seen from the following description of the town given in the Constantinople paper:

> "Janina is a town of some 18,000 to 20,000 inhabitants, more than half of whom are Greeks, the rest being about half-and-half Moslems and Jews. It is on the edge of a small lake six miles long, and its defenses are the hills surrounding the plain in which it is located. In the time of Ali Pasha, 'the Lion of Janina,' 1788 to 1822, the city held twice its present population. It is the seat of a Greek archbishop and contains a gymnasium and other schools. There is a small Evangelical community there also. Previous to 1430 the city was successively under Greeks, Franks, Servians, and Albanians. Janina was captured by the Turks in 1431, under Murad II., and has since remained a Turkish possession."

More important still are the further results of this event, proceeds the *Orient:*

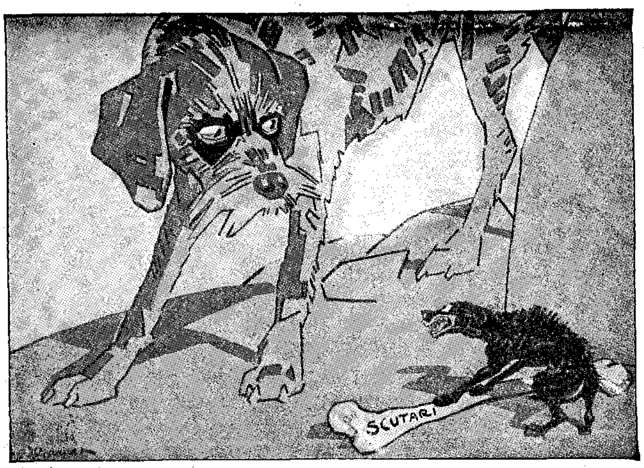
> "The fall of Janina will have a profound effect on the three parties concerned. To the Turks it is a staggering blow, for they had considered the city well-nigh impregnable. Its loss makes them less eager to keep on with the war. To the Albanians it brings disappointment, as it is improbable that in the settlement of the Albanian question the town will be taken away from its captors. To the Greeks this success is a fitting climax to a campaign that has taken away all the humiliation of the war of 1897. But it means more: it is the triumph of Crown Prince Constantine as a military leader, and will do more than anything else to endear him to the hearts of his people, with whom but a few years ago he was anything but popular."

DECLINE OF OUR AGRICULTURE

THE "STAGNANCY of American agriculture" will strike many as a strange expression. We have heard so much of the wealth of the American farmer that the world has been inclined to think it the pillar of Western prosperity. We have read of the farmer's automobile, telephone, Oriental rugs, and pleasure-trips to Chicago or New York, until we have looked upon the American agriculturist as one of the most successful and prosperous members of the Republic. Yet in spite of the splendid educational work of the Department of Agriculture at Washington and in the various State governments and universities, we learn from the London *Times* correspondent at Washington that agriculture is languishing in the United States just as it began to languish more than a generation ago in Great Britain. The majority of the population in the country turn to the town for advancement, while the adventurous who wish to remain farmers, we are told, sell their acres, pack their goods, and go to Canada. The ground of this serious condition is accounted for in this way:

> "The trouble is that there is no business system at all in farming. The farmer has no ambitions. If he has ambitions, they are apt to be of the 'get-rich-quick' variety. Having made his money, he is apt to retire and spend it or allow his children to spend it in the cities. Thus labor is driven, the land is exhausted and mortgaged to buy more land or luxuries, or to find the price of a trip to Europe."

One of the greatest obstacles to commercial prosperity and success in the United States, says this correspondent, is the fact that there is no cooperation among the farmers, and that most



DOGGED.

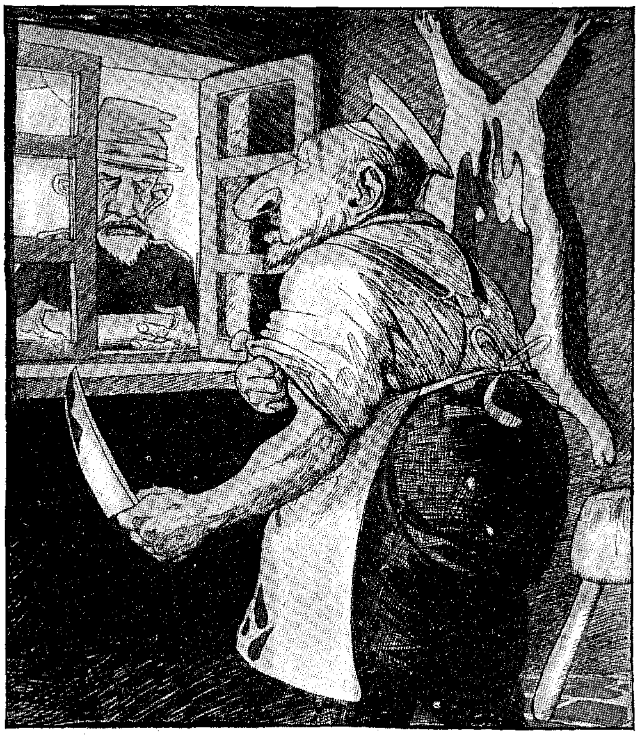
EUROPEAN POLICE HOUND—"Drop that bone!"
MONTENEGRIN PUP—"Never." —*Kladderadatsch* (Berlin).

of the profit of farming is devoured by the middleman, practically through the agency of bankers. Wherever cooperation among farmers has been established, prosperity has been the result:

"Already the fruit-growers of the West have prospered hugely as cooperative sellers. In the irrigated districts of the arid zones enforced cooperation has produced marked social effects, and throughout the country there are examples of successful collective enterprises."

In its editorial comment on the statements of this correspondent *The Times* emphasizes the point that the vast farming areas in the United States are being neglected and do not contribute as they should to the national wealth:

"The American people are becoming aware that the soil, which is the greatest of their natural assets, is failing to play its proper part in the national economy, and that its development is not keeping pace with the population. That is so far from being the case that the time seems to be within measurable distance when the United States will cease to export foodstuffs and will be unable to support their own population. The vast change that has been in progress of late years is brought out in statistical form by the results of the 1910 Census, which has recently been published. The urban population has been overtaking the rural more rapidly during the last decade than in any previous one; and the two, which were in the ratio of three to seven in 1880, are now approaching equality. The rate of increase of the one was thrice that of the other in the last decade; and, whereas the urban population has never shown so large an expansion before, the rural has never undergone so little in recent decades."



HIS RIGHTS.

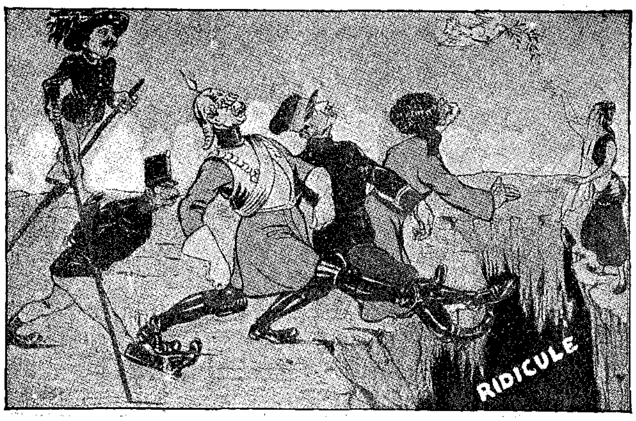
RUMANIA—"May I have a slice?"
FERDINAND—"Most certainly not! I stole the pig, so it's all mine." —*Kladderadatsch* (Berlin).

American business ability is declared lacking in this department of our national life. "With all the attention paid to agricultural science and education, there ought also to be an increase in productivity." The contrary is, however, the case. The cause, this editor thinks, is "the lack of business methods" among farmers, and he continues:

"It is a piquant charge to bring against the greatest industry and the largest class of men in the land where business methods reign supreme, and are popularly believed to be carried to a pitch of perfection unknown elsewhere. Nor is it easily reconciled with the great and growing prosperity of agriculture. The value of farm property has exactly doubled in the decade, and the valuation of crops issued by the Bureau of the Census for the year 1909 shows an increase of 83 per cent. over 1899. This is mainly due to the rise in prices. The grain crops, for instance, which are the largest item, increased in quantity by only 1.7 per cent., but in value by 80 per cent.; cotton and cottonseed, which form the next largest item, increased in quantity by 11.7 per cent. and in value by 122.5 per cent."

This "lack of business methods" is aggravated by a much more serious defect in American life, we are warned. It is the growing love of luxury and exemption from toil that is taking away the spirit, strength, and profit from our rural life, and at the very time when rising prices of foodstuffs promise wealth to the farmer, he turns to the city to join the complaining class who have to pay the fancy prices that fill the farmer's pocket. People are becoming disgusted with the life praised by Vergil when he said that the husbandman was thrice happy if only he knew it. To quote further:

"The land fails to attract, not because of its poverty or of foreign competition, but because of greater attractions elsewhere. Our correspondent points out that the best of the countryside turns to the towns, while the enterprising who wish to remain farmers betake themselves to Canada. Most of the latter are probably men from the north of Europe or their sons. Farm life is no longer good enough for Americans. Agricultural development has for many years depended mainly on immigrants, and the counter-attraction of Canada is now making a great difference. Business and the town draw the native-born, and that is a disease very difficult to cure. In Europe the 'land flight,' which is causing so much anxiety now in Germany, is different. The land is being denuded of laborers, not of farmers. All the conditions are, in fact, different, and, tho the American commission [of agriculture recently sent to Europe to investigate the practical methods in vogue there] may learn much of improved methods of production and marketing, that does not touch the heart of the problem, unless they can revive interest in agriculture and restore its status."

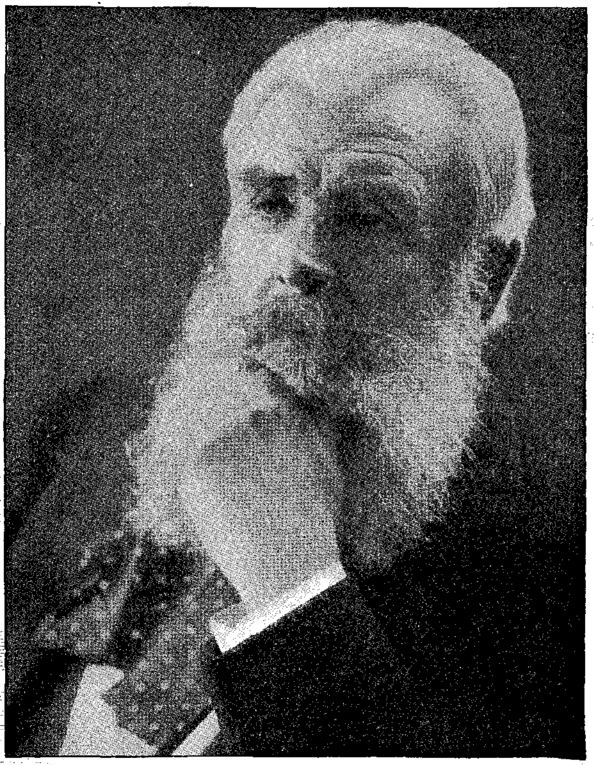


THE RACE FOR GLORY. —*Pasquino* (Turin).

EUROPEAN AMBITIONS CARICATURED.

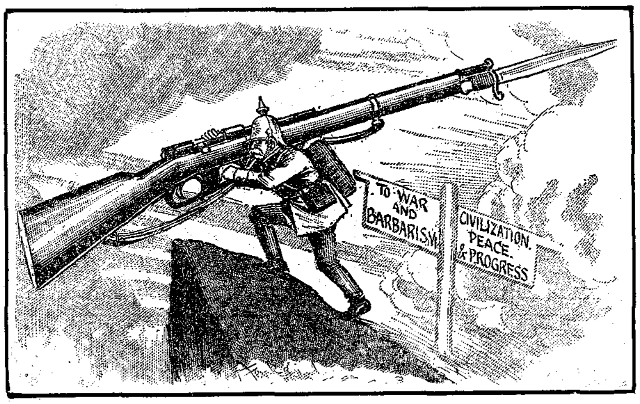
GERMAN DEFENSE OF ARMY INCREASE

THE VAST military projects of the German Chancellor and the huge expenditure involved have caused great concern in Paris and, indeed, throughout Europe. Germany itself is shocked. The $250,000,000 demanded by the war budget is to be raised by heavy taxation on rich and poor alike, for while Michel must contribute his little pig, Germany's richest man, Prince von Donnersmark, will be pinched to the tune of $2,500,000. The Emperor himself will be taxed nearly $1,500,000, and Frau Krupp must pay almost $3,000,000. The men at the head of affairs in Germany explain the increase of armament by the fact that the Balkan War has raised to life a powerful spirit of Panslavism, and the Slavs stand with Russia, whose strongest ally is France. It is therefore necessary for Germany, says the semi-official *Continental Correspondence* (Berlin), to be in a position to defend her eastern and western frontiers, but the measures she is taking are no "token of German hostility to France." Nevertheless, this paper says, the "repeated proofs that France is still thirsting for 'Revanche' have absolutely compelled Germany to take the steps necessary to secure her military superiority in the case of a war breaking out." More reasons for the vast increase in Germany's war budget are thus detailed:



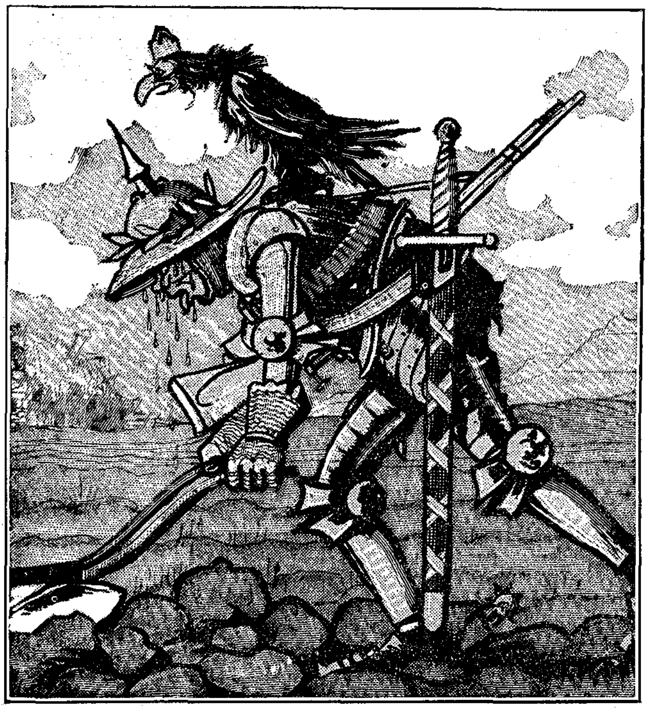
GERMANY'S RICHEST MAN.

Prince von Donnersmark, worth $63,000,000, taxed $2,500,000 *for the proposed army increase.*



THE FOOL AND HIS FOLLY.
—*Reynolds's Newspaper* (London).

"The Triple Alliance has certainly gained in internal strength, but, from the military point of view, it has been weakened by Italy's occupation of Tripoli, which will compel the latter country to maintain a strong military force in this new territory for years to come, thus weakening her military strength in Europe. Austria-Hungary, on the other hand, altho as strong as ever from the military point of view, has been politically weakened, both in its home and foreign policy, by the accentuation of the Slav question. Servia's success against Turkey has, of necessity, more or less influenced the political feelings of the Slavonic section of the Austro-Hungarian Empire; the increased importance of this Balkan state has converted it into a dangerous neighbor for Austria-Hungary. The increased power of the Slavonic states of the Balkans has rendered Austria's relations to Russia much more complicated than they formerly were. The *casus fœderis,* on which the alliance between Germany and Austria-Hungary was based, has never been so near being put to the test since it was first concluded than was the case last autumn. Otherwise, the German Imperial Chancellor would not have felt himself called upon to say in the Reichstag: 'If Austria-Hungary be attacked, we shall have to fight.'"



THE GERMAN FARMER OF THE FUTURE.
—*Dur's Elsass* (Strasburg).

Even the improved Anglo-German relations, we are told, have done little to strengthen Germany. A union of the Slavs in an aggressive movement is now possible, for:

"Stirred by the victory of their kinsmen in the Balkans, the entire Slav world is seething with excitement. Should this feeling develop into a definite conviction that the Germanic races of Europe must give way before a great Panslavonic movement, not only Austria-Hungary, but also Germany, will be confronted by a highly dangerous situation.

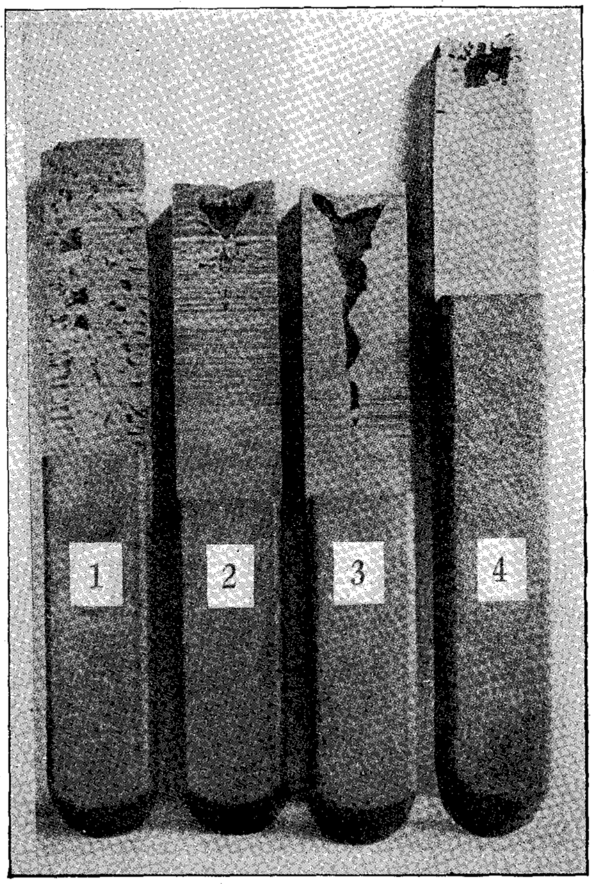
"It is clear that France would have Russia on her side in the event of a conflict with Germany. Furthermore, the fact that about one-third of the population of the Hapsburg Monarchy consists of Slavs, makes it extremely difficult for Germany to reckon with certainty on the exact amount of help which she might expect to receive from Austria-Hungary in the case of a war with Russia. For all these reasons, it has become essential for the German Army to be strong enough successfully to defend its eastern frontier, and, at the same time, to be able to carry on an offensive war against France. And it is precisely with this end in view that the new Army Bill has been called into being."

SCIENCE AND INVENTION

A CURE FOR OUR FATAL RAIL FLAWS

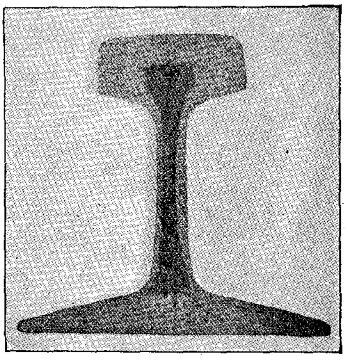
ARE RAILWAY WRECKS due to unexplained rail-breakage to become a thing of the past? A French writer, Mr. A. Troller, describes in *La Nature* (Paris, March 8) the new Hadfield process of casting steel ingots that is to produce this happy result. Incidentally he accuses American steel-makers of criminal carelessness, and lays at their door the responsibility of most of our railroad accidents. The new process, he thinks, will mend things by making it possible to cast whole sound ingots, thus removing the temptation to save money by using unsound portions, which he asserts is now often done:

"It is a common occurrence for a piece of steel of fine appearance, after having passed through all the classic tests, to break suddenly in normal service. An autopsy is held; then only is the fault discovered; hidden in the depths of the metal, it has escaped all exterior investigation. No matter what it is called, most often chance alone may with justice be held responsible for its presence. The piece has been made according to all the rules; thousands of others formed in the same conditions and subjected to the same tests have behaved irreproachably. . . . This type of accident . . . has caused many catastrophes—the rail that breaks as the train passes over it, the automobile axle that fails at high speed, the motor that suddenly goes back on the aviator. So the inventor of a metallurgic method that will eliminate faults of this type deserves to be hailed as a benefactor of humanity."



SUPERIORITY OF THE NEW PROCESS.
1–2–3, old-steel ingots; 4, Hadfield ingot.

The latest, and perhaps the happiest, of these attempts was described by Sir Robert Hadfield, the English metallurgist, at the last congress of the Iron and Steel Institute. It consists simply in heating the metal from above during the cooling of the ingot. When this is not done, cooling begins on all sides of the molds into which the molten steel is poured for casting, and the impurities collect at the center, where there is also formed an empty space that renders the ingot unusable. It is customary, therefore, to saw off the upper part of the ingot before subjecting it to the final processes of manufacture. Sometimes this amputation does not remove all the faults, and the result may be a wrecked train. We read on:

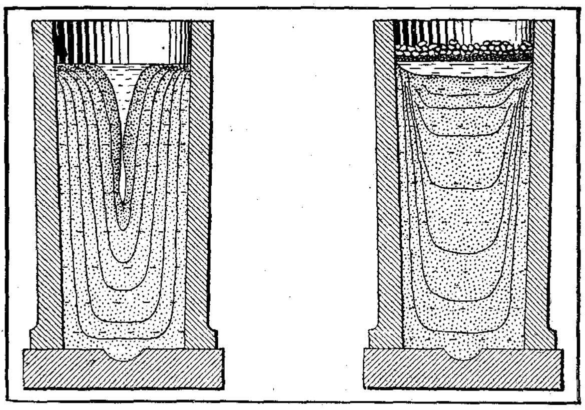


THE FATAL FLAW.
Section of American rail, showing defects of the ingot.

"Sir Robert Hadfield has set out to solve the following problem: To assure the progressive solidification of the ingot by horizontal layers from the bottom upward, keeping the upper parts in the liquid state as long as possible, so as to enable occluded gases to escape and impurities to collect at the top. The perfected ingot-mold shown in the illustrations has given him the desired solution.

"It bears a movable upper piece, furnished with a lining of refractory sand. The metal having been poured rapidly and the proper amount of aluminum having been added, there is placed on the upper surface of the molten metal a thin layer of cinders topped with a layer of coal. Compress air is blown on the coal, which burns brightly, and thus keeps the head of the ingot at a good heat during a sufficient time.

"The results obtained are remarkable. They appear plainly in the illustration, where we see four ingots. The first is steel cast in the ordinary way and very full of blow-holes; the second is an ingot of the same steel, cast in the same way, but with .036 per cent. of aluminum, fewer blow-holes, but a very plain hole where the cooling metal closed together; the third is again an ingot of the same steel with .09 of aluminum. The blow-holes have completely disappeared, but the central space is enormous. The fourth ingot shows us the same steel treated by the Hadfield method; the ingot is perfect throughout its whole mass, except a very slight dropping in the upper part."



HOW THE FLAWS ARE AVOIDED.
At the left, steel cooling in an ingot-mold of the old form; at the right, in one of Hadfield's molds, kept heated at the top.

The writer believes that the United States should welcome the Hadfield method with especial joy. "Our readers," he says, "know that that country holds an unenviable record for railway accidents." He proceeds:

> "Investigations have proved that the fault lies with the very defective rails in use on the other side of the Atlantic. These rails are made with impure ore by the Bessemer process, which eliminates impurities only partially, whereas in Europe the Siemens-Martin process has long been preferred. This, however, is not the primary cause of rail-breakage. In recent years the American steel works, overloaded with emergency orders, have thought proper, with the consent of the railroad companies, to depart from the severe rules that, in the Old World, continue to regulate the working of laminated products. They have stopt rejecting the whole upper third of the ingots and have only cut away a much smaller portion. Hundreds of travelers have paid for this wild economy with their lives.
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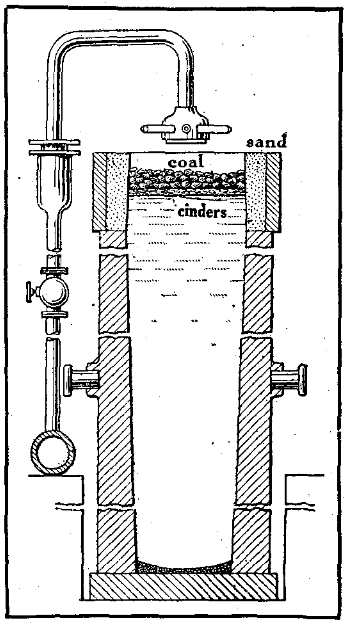
> "The introduction of the Hadfield process will doubtless contribute to modify this deplorable state of things, happily unknown in Europe."—*Translation made for* THE LITERARY DIGEST.

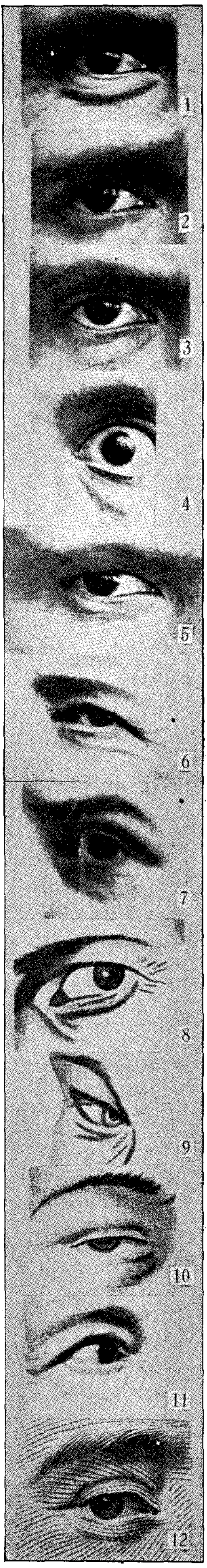


THE NEW STEEL PROCESS IN ACTION.

NEAR-DIAMONDS

THERE IS NO GEM that "looks just like a diamond." Still, several kinds of stones have so many of the diamond's properties that a skilful cutter can deceive all but the elect with them; and in former times such stones frequently passed the scrutiny of experts. Nowadays the tests of specific gravity, refraction, etc., easily bar these out, and there is little danger that a diamond merchant will buy a colorless zircon, topaz, or sapphire for the price of the finer gem. This was once not uncommon, and we are told by F. B. Wade, of Shortridge High School, Indianapolis, that even the so-called Braganza diamond, of the Portuguese crown jewels, is said to be only a fine colorless Brazilian topaz. Writing in *School Science and Mathematics* (March) on "Gems that Resemble the Diamond," Mr. Wade gives us the following list of "near-diamonds," followed by a discussion:

> "First, the colorless or pale zircon, sometimes called in the trade the jargoon;
>
> "Second, the colorless sapphire;
>
> "Third, the colorless true topaz;
>
> "Fourth, the colorless beryl;
>
> "Fifth, colorless phenacite;
>
> "Sixth, colorless quartz.
>
> "These and a few other and rarer colorless gems constitute the list of gems that resemble the diamond. I may say at this point that none of them resembles the diamond to the casual glance so closely as does the very brilliant lead glass used in making the so-called 'paste' or 'strass' imitations so widely advertised and sold under various fictitious titles in many cities. This artificial material possesses a very high refractive index and is capable of separating the various colors of the spectrum so widely that it affords a brilliancy and 'play' of colors that nothing but the diamond can equal. It is, however, deficient in hardness, being easily attacked by a file, and consequently it does not long resist dulling and scratching from wear, and hence does not hold its brilliancy. It is also easily attacked chemically by a number of things with which it is likely to come in contact in wear, and thus be still further dulled. In many of the imitation diamonds the tendency to scratch is partially prevented by using a thin slice of some hard gem material for the upper surface, making, in other words, a so-called 'diamond doublet.' This artificial gem has no real diamond about it, of course, altho formerly a few real diamond doublets were made in which the upper half of the stone was made of real diamond and lower half of some less costly white gem, the two being joined at the girdle by means of gum mastic or other transparent cement. The modern diamond doublet usually has an upper surface made of a very thin slice of garnet, covering usually only the table, as the part subject to greatest wear. The garnet used is pale in color and so thin is the slice that hardly any color is visible. The remainder of the 'stone' is entirely of lead glass. Some of these 'works of art' are certainly very beautiful, and at a reasonable distance they would probably puzzle an expert.
>
> "While none of the genuine gems I have listed quite approaches the 'paste diamond' in play of colors, many of them are nearly as brilliant in the lively play of white light which they afford when cut in a manner suited to such material, which cutting, by the way, should not be just like that most suited to the diamond.
>
> "In regard to the order of precedence among them, I should put the colorless zircon first. This gem possesses adamantine luster in a high degree, that is, the amount of light reflected from its *top* surfaces, when properly inclined to the light, approaches closely to the amount reflected by a genuine diamond surface. This effect must not be confused with the brilliancy of the flashes of light reflected from the *interior rear* surfaces of the stone. That is another matter. This adamantine luster gives what the French call *éclat* to the zircon. It is snappy, cold, and glittering in its luster. So closely does it resemble diamond in this respect that I was able to deceive a diamond-cutter in one of the best establishments in this country by a brown zircon which I wore in my scarf this summer. He referred to it as my 'brown diamond,' altho he was not above four feet away and looking squarely at it. Of course, in a stone of positive color, no large amount of prismatic 'play' is possible or expected, and so the lack of it in my brown zircon was not felt. The cutter would doubtless have detected the difference in a colorless zircon, but one not so expert might not.
>
> "Of course, in hardness, in specific gravity, and in refraction the zircon is not like the diamond. It is much softer, . . . and it is doubly refracting, while diamond is singly refracting. It could thus be readily distinguished by any one who understood the application of the tests for the above properties.
>
> "After the zircon in order of excellency I would place the white sapphire. Its index of refraction is higher than that of any of the other gems in my list except the zircon, and its great hardness renders it capable of taking and holding a polish almost equal to that of the diamond. It does not possess the adamantine luster, however. Its luster is probably best defined as splendent. It exceeds the luster of glass and of the other gems in my list which have what is usually styled the vitreous luster. Both the zircon and sapphire when well cut and pure white show a faint 'play' of colors and both give fine brilliancy in their reflections of white light. I have fooled many retail jewelers with a fine specimen of white sapphire which I have set in a ring. As in the case of zircon, so with the sapphire, a test of its hardness, specific gravity, and refraction will at once serve to distinguish it clearly from diamond. . . . . . .
>
> "Next to the zircon and sapphire I would place the white topaz. It gives a faint play of color, is hard enough to resist wear for years, and takes an extremely high polish. Many so-called 'white topazes' advertised by unscrupulous dealers are only lead glass, and many more are cut from the softer and cheaper rock crystal. I had one of the latter sent me recently under a guaranty that it was a genuine white topaz. It was a finely-cut and very brilliant gem, but it *was not real topaz.* I sent it back after a specific-gravity test, which I recorded on the inside of the paper in which the gem was wrapt, saying that I was sorry but I couldn't use 'that kind.'
>
> "I have already referred to the Portuguese 'Braganza' as probably a white topaz. The fact that the specific gravity of topaz is very nearly that of diamond makes it a still more dangerous imitator, but its hardness and its double refraction serve to distinguish it.
>
> "The other colorless gems in my list, phenacite, beryl, and rock crystal, very closely resemble each other and all give brilliant stones when properly cut. The phenacite and beryl are but slightly softer than topaz and would wear well. The rock crystal is the softest in my list, and while it will hold its brilliancy for some time it would dull in the course of a few years or even months if subjected to hard wear as a ring stone.
>
> "Aside from the peculiar interest which attaches to these colorless stones from the fact that they may be and doubtless



"THE KEY TO THE WHOLE PERSONALITY IS OFTEN

many times in the past have been substituted for diamond, either ignorantly or with purpose to deceive, there is, I believe, a worthy interest in them, for what they really are, and for the real beauty which they undoubtedly possess."

WHAT THE EYE BETRAYS

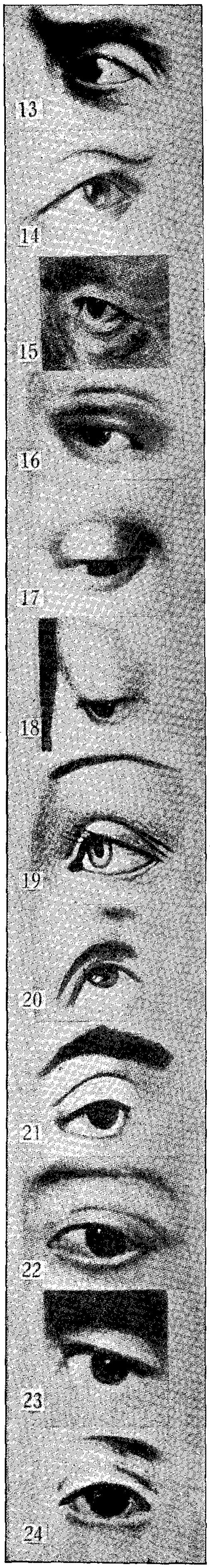
THE KEY to the whole personality is often given by the expression of the eye, asserts Dr. Paul Cohn, in an article contributed to *Ueber Land und Meer* (Stuttgart, March 2). Dr. Cohn avers also that the whole bodily constitution, including its condition as regards health or disease, contributes to the ocular expression, which may hence be used in medical practise for diagnostic purposes. He suggests an atlas of color reproductions of eyes for this purpose, and he gives us half-tones of two-dozen selected orbs to illustrate his points and help to prove his case. Some of these are real eyes, while others are taken from well-known paintings, for Dr. Cohn believes that the maker of a portrait can not help painting into the eye of his subject something that is peculiar to himself. We read:

"The pictures from 1 to 7 represent eyes with different expressions; some of them belong to well-known persons. In Figure 1 the expression of cheerfulness is unmistakable; in Figure 2, that of grief. Figure 3 shows vexation, displeasure; Figure 4, terror. Figure 5 indicates an expression of condescending skepticism. Figure 6 shows a crafty eye, Figure 7 a nervous, distrustful eye; Figures 8 and 9 are eyes of the mentally unsound (from old paintings). Figure 10 that of a person with kidney disease (also from an old picture). From these last it may be seen that the expression of the eye may serve the physician for diagnosis. This is understandable, when we recollect that a man's whole constitution contributes to what we call the expression of the eye. To the wasted eye of the consumptive belong the sunken eyeball, its moist luster, the large pupil, the bluish white, the whole neighborhood, in fact, of the eye, including the long-drawn brows, the long lashes, the pale, bluish, transparent edges of the lower eyelid, the lack of energetic muscular action. . . . So every constitution has its peculiar expression of the eye, and it would be, in the present advanced state of color-photography, possible to compile an atlas of medical physiognomy, in which all such relationships should be brought together.

"The following are some eyes of noted persons: Figure 11 is that of Goethe, 12 of Voltaire, 13 of Bismarck. To whom the imperial eye of No. 14 belongs is easy to tell. That of Figure 15 is that of a noted painter. The painter's eye, with its large and free glance, belongs to a class of its own. . . . Nos. 16 to 18 are eyes from Raffael's pictures, 19 from one of Botticelli's, 20 from Guido Reni, 21 from Holbein. Figure 22 is one of Rubens' eyes, 23 one of Eistermann's. Figure 24 is from a picture by Murillo. The list might be extended indefinitely. Each well-known portrait-painter paints his own kind of eye."—*Translation made for* THE LITERARY DIGEST.

DANGEROUS CLOTH—A manufacturer of woolen tweeds has introduced into the British Parliament a "Fabrics Misdescription Bill" whose motive is said to be humanitarian, not commercial. The bill deals with flannelettes which are said to cause the death of 1,000 persons annually in Great Britain by burning. It is proposed that goods conforming to a specified standard of safety may be labeled "safe" and that "misbranding" shall be punishable. *The Textile World Record* (Boston, March) believes that this scheme is a trouble-breeder. It says:

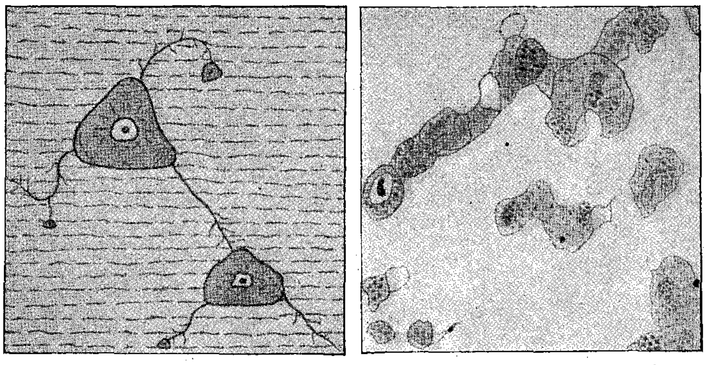
"The fact may be so, but to see it in its right relation one would have to know how many tens of millions dress in flannelette and never get burnt. Flannelette for night-gowns is nearly the only wear of the poorer classes, being preferred to calico for its warmth and to woolen flannel for its price. The cheaper the cloth the more readily it flashes into flame, and there have been proposals to have such goods stamped 'dangerous.' Nobody of intelligence above the meanest is unaware that flannelette is dangerous. That is precisely the fact that is universally known, and recognition of it has its dangers. To make a sale, drapers may label as safe cloths which are really unsafe. The bill in Parliament would enable a standard of safety to be set up and provide penalties for those who misused the description 'safe.' It does not seem probable that the measure can satisfy those who presume on the supposed safety to the extent of letting their clothes get alight. Perhaps a more satisfactory arrangement would be to prohibit the use of the word 'safe' in this connection entirely."



GIVEN BY THE EXPRESSION OF THE EYE."

THE UTILIZATION OF CANCER

THE POSSIBILITY that the abnormally rapid growth of cancer tissue, which is one of the things that makes the disease a terror, should ever be put to use in repairing injuries in the normal organism is surely sensational. Yet we read that cancer extract has been found by Dr. Alexis Carrel to be a powerful agent in stimulating the growth of animal tissue. It is unnecessary to say that such experiments have not been tried on human beings. Possibly some less dangerous stimulant than cancer extract may be equally effective; and it has been reported that the experimenters of the Rockefeller Institute have found something of the kind. Says Bailey Millard, writing on this subject in *The Technical World Magazine* (Chicago, March):



HOW TISSUES PROLIFERATE IN PLASMA. CELL MULTIPLICATION IN BLOOD PLASMA.

THE NEW WAY OF HURRYING NATURE.

"In experiments made by Dr. Carrel in collaboration with Dr. Burrows in 1911, it was found possible to activate the growth of chicken tissues when extracts of chicken sarcoma—cancer tissue—and chick embryo were added to the culture medium. Cancer extract is one of the most powerful agents in the proliferation of animal matter. Cancer is not, as is generally understood by the lay reader, destructive of local tissue, but rather induces cellular growth. This, as well as the other animal extracts used by Dr. Carrel, is obtained by squeezing the fluid out of the tissue. The cancer extract, known as *Rous sarcoma*, if applied to wounds or fractures in human bodies, would, it is believed, accelerate the reparative processes in a greater degree than any other known agent. It has been proved to do so effectively in the cases of dogs and other animals, and no cancerous affection has resulted.

"But dogs are dogs and cats are cats—they are distinctly not human. Still I am assured by a medical man high up in the profession that the application of the sarcoma to human beings would not necessarily produce cancer. Some day a daring person may come along and offer himself as a subject for experiment. Pending this remote probability, a few advanced medical gentlemen in New York, eager to try out this and other new ideas upon human beings, are urging that criminals condemned to die be turned over to the experimental departments of medical institutions to be used as subjects in behalf of humanity. Dr. Rambaud, of the Pasteur Institute, is foremost in making this appeal to the State authorities. Dr. Rambaud does not believe in capital punishment, and argues that because 'a man burns down my house I have no right to burn down his house in retaliation.'

"But while Dr. Carrel is probably more anxious than any other medical man to see his experiments with sarcoma applied to the quick healing of wounds and fractures, he is averse to risking the life of any person, even a criminal. I am told by medical men outside the Rockefeller Institute that the less dangerous extracts are being used there upon human subjects and with considerable success, but no official reports have yet been made of the result of these experiments, nor will they be given to the world until about the first of June."

Broken bones are healed in a day and deep cuts in eight hours by another preparation. As we read:

"During the past year Dr. Carrel has greatly improved his technic, and now reports that he has been able to study quantitatively the influence of tissue juices on the growth of connective tissue and some of the characteristics of their activating power. The culture medium was composed of one volume tissue extract and two volumes of plasma, or blood less the corpuscles. Some of the extract was obtained by the centrifugalization of embryonic tissue after it had been mixt with Ringer solution, which consists of sodium chlorid, potassium chlorid, and calcium chlorid. The experiments were very successful. One of the strange facts demonstrated by them was that the acceleration of cellular growth was much more marked when the mixture of tissues and Ringer solution was allowed to stand in the refrigerator for several days before being centrifugalized than on being used a few minutes before that operation. In other words, the much condemned cold storage system is not only very favorable to the preservation of tissue, but it is an actual aid to cell growth!

"'For instance,' to quote Dr. Carrel's own words, 'in experiment 1734, Ringer solution containing embryonic pulp had been preserved for twenty days in cold storage before being centrifugalized. In twenty-four hours the area of new connective tissue was thirty times larger in the cultures containing the extract than in the controls. The extracts of tissues, cut into small fragments, mashed and frozen, were generally very active.'

"As to the application of these frozen extracts in the healing of wounds, it was proved that they were able to increase the growth of connective tissue *forty times!* In other words, a deep knife cut, which under normal aseptic conditions would heal in two weeks, would heal by the new system in *eight hours*, while a leg fracture ordinarily requiring forty days to knit would unite and be cured in a day! . . . . . .

"Dr. Carrel believes that his discoveries will be useful not only in determining the growth of tissues but also in throwing light upon the unknown laws of cell dynamics. Altho he is extremely conservative in his statements as to their application to the healing of wounds in human bodies, a prominent vivisectionist tells me that there can be no doubt as to such healing, for if it will operate effectively in the case of a dog or a cat, as reported by Carrel, it certainly will operate effectively in the case of a human being."

WOMAN IN INDUSTRY A RACIAL EVIL

THE WORK OF WOMAN in industrial and professional occupations, so much in evidence in modern times, is "an unmitigated evil," declares *The Medical Record* (New York). This is qualified by the statement that the writer, as becomes the editor of a medical journal, takes solely "the point of view of health and of the good of the race." How much doubt soever there may be from the economic standpoint about the radical changes wrought in the commercial and industrial world by the appearance of women on the field, whether as aids or rivals to their masculine predecessors, he thinks that the hygienist and eugenist may stand here upon firm ground. He goes on:

"Considered from this aspect, the wholesale employment of women is an unmitigated evil. It goes without saying that if women refuse to bear and bring up healthy children they will not fulfil their physiological duty, and the nation must suffer. Woman's participation in industrial occupations has during the past decade effected great transformations, which have not tended to the advantage of her productive and reproductive strength. In short, industrial and professional work, to a great extent, unfit a woman for motherhood and domestic life, as is plainly shown by the unwillingness of the present generation of women to undertake the duties of motherhood and home. In addition it is distinctly against the interests of the race, mentally and physically, that a mother should engage in outside work. Infants should be breast-fed, which is impossible if the mother is working away from home; when young they should be constantly under the eye of the mother for the sake of their physical, mental, and moral health, and if this is not done they, and ultimately the race, will suffer harm. At the present time a lamentable waste of women is going on, and the matter requires immediate attention. The fact must be recognized that the rôle of woman has changed, that this change is not for the better—at least, not from a medical point of view—and while allowing that the old state of affairs has gone, never to return, at the same time steps should be taken to endeavor to deal with existing conditions in such a manner that the race will suffer as little as possible. A necessary movement in this direction is to find out exactly how matters stand by initiating measures for the compilation and publication of national and international statistics relating to the participation of women in industrial pursuits."

PUMPING WATER TO PUMP MORE WATER

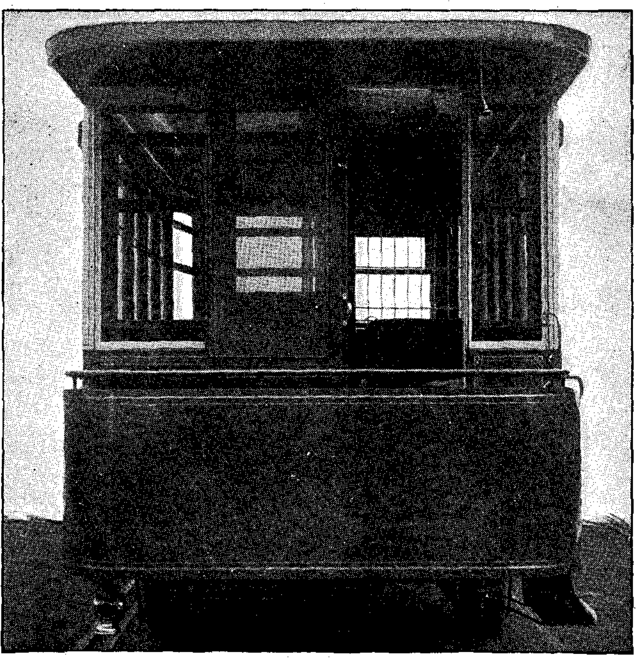
A BIT of American ingenuity in a hydroelectric station that pumps up water for supplying its own wheels is described in *The Electrical World* (New York, March 15). When we reflect that part of the water pumped by this plant furnishes energy to pump up more water, "and so *ad infinitum*," it makes one a little dizzy. There is no perpetual motion here, however, for the water is pumped up for only a small fraction of the distance through which it finally falls, so that there is always a good balance on the right side of the energy account. The pumping is only to bring the supply to the proper point to take the big plunge which really runs the plant. Says the writer:

"To the first thought of the uninitiated it seems a bit like lifting one's self by one's boot-straps, or carrying to a triumphant conclusion the favorite scheme of perpetual motion. On the contrary, it is a singularly clever and ingenious method of conserving water supply in a territory where water is precious and the available amount limited. The situation is briefly this: A plant working on the somewhat scant and variable supply of a mountain stream, fortunately rendering available a head of over 1,000 feet, at certain seasons of the year, found itself painfully short of water. Had there been a second stream available, it would have paid to go to considerable expense to add its flow to that of the primary source of power. This has often been done to meet the exigencies of increasing load and stationary water supply. In the present case no such auxiliary stream was available at or near the level of the main supply. A group of springs, however, at a lower level gave hope of additional water in paying amount, and the bold expedient was adopted of pumping this water supply to the level of the main head-works by electric power. And a cubic foot of water which one can drop more than 1,000 feet on to the wheels below by pumping it less than 150 feet is not a source of energy to be held in contempt.

"The project as actually carried out involves an automatic pumping station driven by the simplest form of induction motor directly coupled to a centrifugal pump capable of delivering 3.5 cubic feet of water per second against a head, including friction, of 138 feet. The little pumping plant requires no attention. The result is very interesting. Except in May and June, when the primary water supply outruns the capacity of the pipe line, it pays to pump the spring water. At normal load it takes 67 kilowatts to deliver the 3.5 cubic feet per second at the upper level, and this quantity of water represents 237 kilowatts at the generators below. There is, therefore, obtainable at the expense of the pumping plant 170 additional kilowatts for ten months in the year, rising to a yearly output of nearly 1,250,000 kilowatt-hours. It is sufficiently obvious that this additional supply, as large as that delivered by the central station in many a small Eastern city, is a valuable asset. In point of fact, the saving would be more than enough to pay for the pumping plant in a single year. Altogether this installation is a startling example of the resourcefulness of the Western hydraulic engineer when he is really face to face with difficulties."

TRACKLESS STREET-CARS

WHY SHOULD we continue to lay tracks for our street-cars to run on? Tracks were necessary when rough, stone pavements abounded, but smooth surfaces of asphalt, tarred macadam, and wood-block are now common, both in city and suburb. Over these, automobile vehicles of all speeds and weights run easily and in vast numbers. Amid them lurches along the unwieldy street-car of the pattern of 1880, running on steel rails that are laid and maintained at huge expense and serve only to make the otherwise smooth pavement dangerous to motor vehicles. The coming of a better day in more ways than one may be discerned; New York, Chicago, Washington, New Haven, and Indianapolis have had motor-busses for some time, Detroit is introducing city-owned busses to compete with the trolley-lines, and two companies are being formed to introduce motor-busses in Pittsburg. Says a writer in *The Horseless Age* (New York) in part:


Courtesy of "Horseless Age," New York.

SAMPLE CAR TO BE IN OMNIBUS SERVICE IN PITTSBURG.

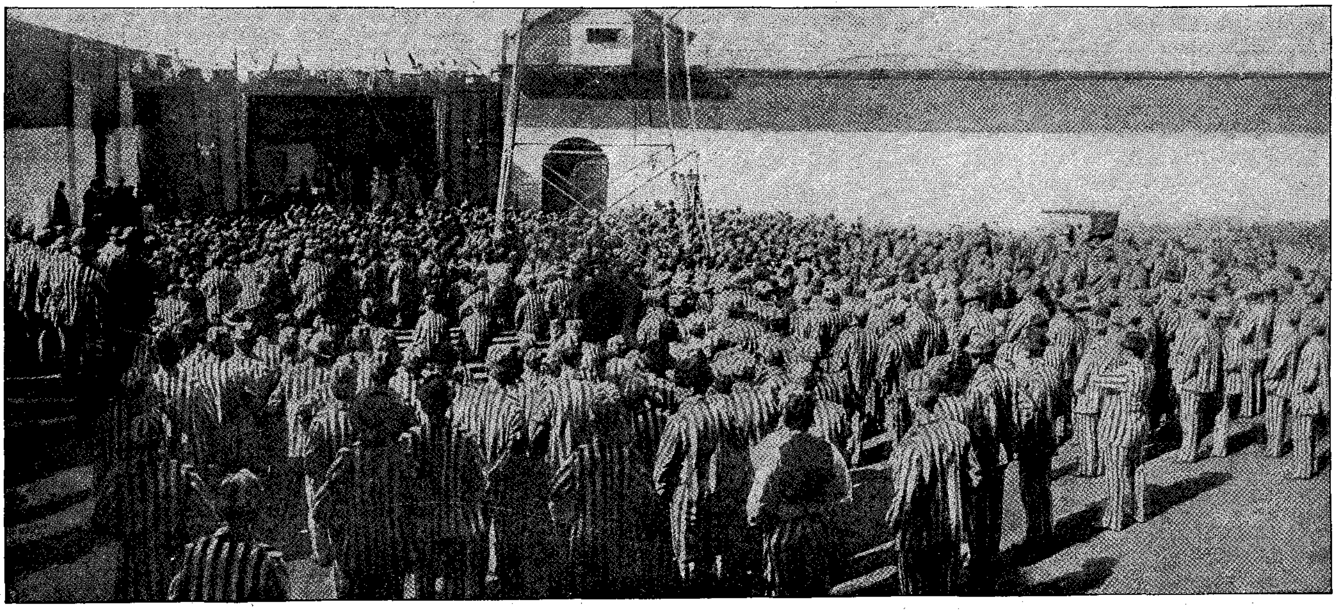
"At no time in the history of the commercial vehicle has the outlook for business been so favorable in the Pittsburg district as now. Especially noticeable is the growth in sentiment in favor of automobile bus lines. The Pittsburg Auto Transit Company will apply for a charter with initial capital stock of $75,000. The busses to be purchased will seat thirty-four people, and it is planned to make a ten-minute schedule from the down-town district out to Shadyside, East Liberty, and the north Highland districts by way of Grant Boulevard.

"More than 75 per cent. of the route proposed is now used by automobiles to the exclusion of nearly everything else. Ninety-seven per cent. of the distance is paved with asphalt or wood-block.

"Orders have been placed with a prominent automobile company for sufficient machines of 60-horse-power capacity to start the service in good shape. The cars will be 30 feet long, mounted on 5-ton trucks, and will cost about $6,000 each.

"Speaking of this enterprise the other day, Captain Oursler said: 'The means of transportation now afforded citizens of Pittsburg are entirely inadequate to the demand. Something must be done, and the motor-car is the solution of the problem. Through its use we will have 50 per cent. better service than is now supplied. The present company has been formed in the belief that real benefit will be conferred upon the victims of Pittsburg's deplorable street-car service.'

"At about the same time this spring the Alpine Motor Company will commence operations, using five motor omnibuses manufactured by well-known street-car builders. The cars are 50 horse power, 27 feet long, and will seat thirty-two persons each. They are modeled along lines used in street-car designs and are expensively furnished in mahogany with plush seats. The cars are heated by their own exhaust and are electrically lighted. The Alpine Company will charge a fare of ten cents."



SAN QUENTIN'S PRISONERS WATCHING SARAH BERNHARDT.

A dozen condemned to death occupy the front row in an audience of 2,000 before whom the great actress performed.

BERNHARDT TO THE PRISONERS

THE RARE QUALITY of human tenderness, described by Montaigne, was recently illustrated by one of the most gifted members of his people, says Mr. François de Tessan in *L'Illustration* (Paris). The incident occurred in California, on February 22, during the visit of Mme. Sarah Bernhardt. The Californian climate may have played a part in it, for the writer describes the State as "perhaps one of the most beautiful countries in the world," and he has an interesting theory that "the softness of its climate and the beauty of its gardens and vineyards appear somehow to influence the character of the people." "In the severity of the enforcement of the law," as he observes, "there is mingled a certain amount of liberality and kindness, and Californians look upon the man who has violated the statutes of the country as a creature who has rather been afflicted by a fleeting attack of disease than as an animal absolutely incurable who ought to be confined or obliterated." On Washington's Birthday, the Californian authorities invited Madame Bernhardt, then on tour in that State, to play before the prisoners of San Quentin. This must have furnished a new sensation for even Sarah, who has not led an absolutely quiet life. In her audience, we are told, were 2,000 prisoners of all races and nationalities, including Chinese, Japanese, mulattoes, and negroes. Women were not excluded. The McNamara brothers might have been picked out among the throng. The piece presented was written by the actress's son, Maurice, and is called "A Christmas Night During the Terror." In the account we are quoting, written by one whom Madame Bernhardt invited to accompany her, it is said that when the curtain rose displaying Sarah as *Marion*, the vivandière, the French contingent among the audience shouted lustily "*Vive la France! Vive la France!*" A Belgian who had murdered his wife and her lover "began to weep hot tears, then burst into hoarse laughter, which again melted to tears." Each scene ended with "frenetic bravos" and shrill whistles, a form of approbation that startled the writer, but which he explains as an American sign of approval. At the end of the performance a prisoner appeared upon the stage and rendered a song that had been dedicated to Sarah by his comrades, entitled "Down from the Hill-tops." At the same time he presented a bunch of violets and read an address that had been composed by Abraham Ruef, acknowledging the kindness of the great actress. Reuf is described to the French as the "Alsatian Socialist, well known on the whole Pacific coast, who was condemned as a prisoner for twelve years for aiding the Socialist mayor, Schmidt, in his embezzlement of public money." The address may be translated as follows:

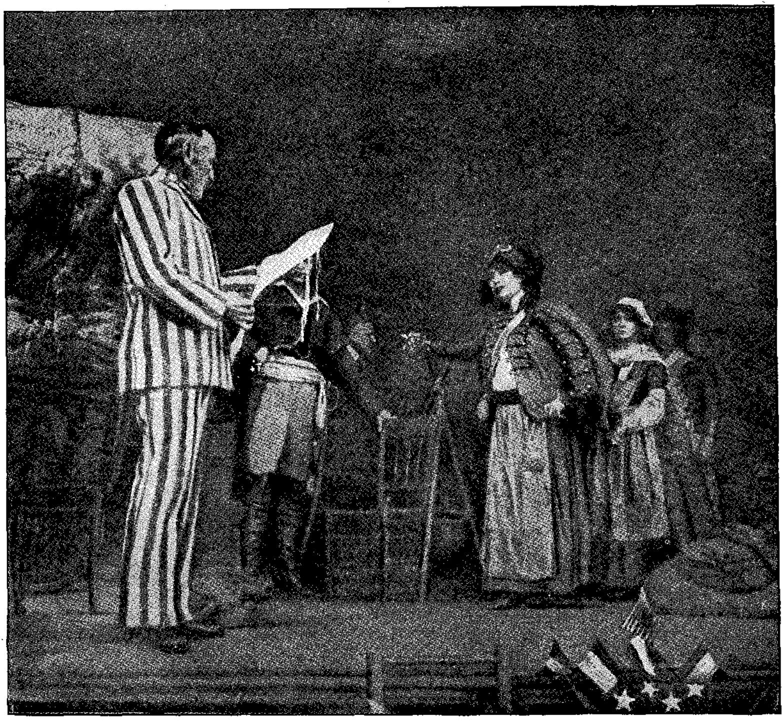
"San Quentin, California.

"MADAME SARAH BERNHARDT:

"In this life the most of us, outside or inside, are prisoners. It is only rarely that it is given us to be absolutely free. To those who are confined within strong walls and behind bars of unbreakable steel these intervals are at present things of the future, and to all appearance very far off. But to-day, for one short hour, these walls of stone have vanished, and—thanks to your marvelous personality and your enchanting art—we have been at perfect liberty in soul and mind, and captives only to the singular genius and incomparable art through which you have justly gained the title of 'The Divine Sarah.' For one short hour we have been free and untrammeled in our communion with the spirit of human greatness, that spirit which after all is the real basis of our belief in immortality. . . . This opportunity of making an address to you, and your kind presentation to us of your art, will be long remembered by those who are present, the humblest as well as the most important. The woman, the actress, the play, all have affected us greatly. The majority of us had never previously been accorded the distinction of personally seeing you, much less of tasting the delights of your incomparable art. Living as we do at a distance, we have looked upon you as the radiant star of dramatic art, crowned with the laurels of imperial success. As a result of the genius to which we all bow as absolute slaves, the highest ideals of life which we have ever imagined have been at this moment perfectly realized, and we present to you our grateful thanks for the glories and the splendors of the art which you have graciously enabled us this day to enjoy. We recognize also the kindness and generosity which have prompted you to give such a vital pleasure to the unfortunate captives—the victims of the mutable lot of life."

THE DECLINE OF BOOK-READING

A STRANGE THING about the appetite for fiction is that it seems not "to grow by what it feeds on." This is the opinion exprest by Mr. George P. Brett, head of the great Macmillan house of publishers in this country; and his opinion is supported by the testimony of booksellers throughout America. In the *Atlantic* for April, Mr. Brett quotes a prominent bookseller as saying that "while the number of new novels published in any year was constantly increasing by leaps and bounds, the total number of such novels sold . . . was no greater than when the number of separate novels issued was less." Instead, then, of the fiction-reading public growing with the population, it seems to be standing still. But perhaps it is only the book-buying public that is stationary. There are other reading supplies. The enormous growth of fiction magazines and the increase of Carnegie libraries are factors that Mr. Brett apparently overlooks. But the stagnation he mentions must also be even more true of the sale of serious books, essays, travel, poetry, thinks Mr. Brett, who goes on to give a curious statement of the faith of publishers in the face of this public apathy, as shown by their works:



ABE RUEF'S ADDRESS TO THE ACTRESS.

Read by another prisoner, thanking her for her kindness to "the unfortunate captives—the victims of the mutable lot of life."

> "The number of books published in the United States has, in fact, increased very greatly in the last ten years or so. In the year 1901, which was an active one in the publishing world, about eight thousand volumes were produced, whereas in 1910 the much greater number of thirteen thousand new publications was issued, and the prospects for the current year indicate an even larger number of new volumes."

The increase is especially remarkable in books devoted to the study of great human problems:

> "The increase in number of books published is more or less uniform in all departments of literature, but it is especially notable, as might have been expected, in view of the present unrest and the discontent in existing conditions, that a very great increase has occurred in the number of books issued in the last few years on socialism and its allied subjects, while the growth of the spirit of humanitarianism in the country may be traced in the considerable number of new books which are being issued, devoted to social betterment and philanthropic studies and kindred topics.
>
> "These two classes of books are among the most interesting signs of the times, the books on socialistic subjects showing how widely the criticism of our existing system has entered into the thought of our times, and how many persons must be devoting their efforts to attempts at the solution of the problems of the present unrest. And, on the other hand, the growth in the number and importance of volumes issued in what may be called works of social betterment show conclusively the growth of the spirit of social service, looking toward the betterment of conditions for all classes of the community."

Another curious fact brought to light is that "the life of a 'best-seller' novel is now little longer than a month, as compared with a period of popularity extending over several years, when the vogue of the 'best-seller' first became a feature of book-publishing." When the falling-off of non-fiction readers is taken into account the situation becomes more serious. Mr. Brett's explanation of the lack of proportional increase noted above is that "no publisher has yet been clever enough to solve the great modern problem of distribution." Further:

> "It was Dr. Edward Everett Hale, if I mistake not, who pointed out some years ago that no book of general literature had ever been adequately distributed or *published* (in the literal sense), and the difficulties of distribution, and more especially the costs of distribution, have greatly increased since then. To have published a worthy and distinguished book is, as I have already pointed out, a matter of high satisfaction to a publisher of the right sort, critics of publishers and publishing methods to the contrary notwithstanding; yet, to know, or to feel morally certain, that thousands of his fellow citizens would value the work as greatly as the publisher himself appreciates it, must be a matter for despair if no effective or practical means exists for bringing it to their attention.
>
> "Some years ago the publisher's task was a happier and easier one, for then there were, in considerable numbers, among the general public, book-lovers whose chief delight consisted in the discovery of the new author and the new book of merit. The discoverer would tell all his friends of his 'find,' to the great advantage of the publisher and author. Many a dinner-table in those days was made pleasant by such bookish talk. It is, alas, very rare to-day. The late Goldwin Smith, the last time the writer saw him in New York, remarked that he had not heard a book mentioned at a dinner-table for several years.
>
> "The publishers themselves are largely to blame for the disappearance of the book-taster, as a class, by having adopted for their wares the slogan of modern 'efficient' business: 'Take the goods to the customer'—a method which results in my receiving twenty or so circular letters a day, which go into the waste-paper basket unread, and has so filled our blanket newspapers with advertisements that my eyes have become trained until I think I can say that I never see the advertisements in my morning newspaper. Perhaps this is a peculiarity of mine, but I suspect it is becoming general with the public. At least on one occasion lately an author complained to me that his book was never advertised. In reply I pointed out to him an advertisement of the book in question in the newspaper in his hand, which he confest to have been reading on his way to my office.
>
> "The publisher who discovers or invents a new method which shall be both practical and effective for the distribution of books of general literature will confer a boon upon the author, whose book will then be sold to all possible purchasers; upon the public, many individuals of which would gladly buy some books,

now on the publishers' shelves, of which, under the present methods, they will never learn; and especially upon the publishers themselves, whose profits increase greatly as increasing numbers of copies of a work are sold, and whose lack of profits on publications of these classes is due almost entirely to their failure to find practical methods for the distribution of such books."

The solution of the problem of distribution tried by a firm of booksellers in Great Britain, where the difficulties are much less than with us, might point to a useful method for this country:

> "These booksellers have made, or attempted to make, a card catalog of the book-reading population, classifying the book-buying public according to the subjects in which the individuals comprizing this public are interested; and whenever a work comes into their book-shop which is likely to interest persons in this classified list, they are communicated with by post-card, giving a description of the book and author. Thousands of such cards are mailed daily. Unfortunately, such an experiment would be almost impossible of trial in this country with its many large cities scattered over a much greater expanse of territory, all of which are centers of interest and influence to their surrounding populations, and are, in addition, much more shifting and unstable than similar communities in the Old World."

AN OFFER TO IMPROVE OUR LANGUAGE

OUR FAILURE to improve the language appreciably since the days of Shakespeare, Milton, Addison and some others has not seemed to cause any great pessimism here, as far as we have noticed, but it is creating concern in Japan and brings a generous offer of help. As Western artists have revived and glorified the old art of Nippon, so Eastern writers may revise and improve the English tongue. The Japanese mind is astonished at what Whistler and Monet and others who gained inspiration from the East have found in the work of the despised "Ukiyoye school." This art "turned meaningless for us a long time ago," says the Japanese poet, Yone Noguchi, and its "beauties were lost in time's dust." In his quaint English he tries to solve the question whether the interchange of literary methods between East and West can work as successful results as the painters achieved when they took their cue from Utamaro and Hiroshige. In the London *Academy* he begs permission "to reflect and consider" whether "we"—Japanese, we take it—"can pay any tribute to the English language when we adopt it for writing." Any language has "beauties and characteristics," he avers, which "can not be plainly seen by those who are born with them." He finds it, rather, "a foreigner's privilege (or is it the virtue of capital-lettered ignorance?) to see them and use them without a moment's hesitation, to his best advantage, as he conceives it." Such phrases, no doubt, exhibit to our eyes some of the difficulties; but we find from what follows that Mr. Noguchi takes another view of the matter:

> "It may seem strange to think how the Japanese art of the Ukiyoye school, nearly dead, commonplace at its best, could work such a wonder when it was adopted by the Western hand; but, after all, that is not strange at all. And can we not do the same thing with language? Not only the English language, but any language, is bound to become stale and stupid if it shuts itself up for too long a time; it must sooner or later be rejuvenated and enlivened with some new force. To shake off classicism, or, to put it more abruptly, to forget everything of history or usage, often means to make a fresh start; such a start must be expected to come from one great enough to transcend above it, or from a foreigner. And the latter's ignorance (blessing is that ignorance) in his case becomes a strength and beauty; it is only he who can dare an extraordinary act in language such as no native writer ever dreams, and the result will be no small protest, sometimes a real revelation. That is why even we Japanese can make some contribution to the English language when we use it."

Proceeding, he takes a fall out of some of our moribund literary formulas:

> "The English poem, as it seems to me, is governed too greatly by old history and too-respectable prosody; just compare it with the English prose which has made such a stride in the recent age, to see and be amazed at its unchanging gait. Perhaps it is my destitution of musical sense (a Western critic declared that Japanese are mostly unmusical) to find myself more often unmoved by the English rimes and meters; let me confess that, before perceiving the silver sound of a poet like Tennyson or Swinburne, born under the golden clime, my own Japanese mind already revolts and rebels against something in English poems or verses which, for lack of a proper expression, we might call physical or external. As my attention is never held by the harmony of language, I go straightforward to the writer's inner soul to speculate on it, and talk with it; briefly, I am sound-blind or deaf—that is my honest confession. I had no reply to one English lady the other day who wrote me to inquire concerning the underlying rhythm of my poetical work, as I had no thought about it when it was written; my mind always turns, let me dare say, to something else. I used to read the work of English poets in my younger days, but I soon gave up my reading of them when I thought that my literary salvation would only come through my own pain and imagination. As far as the language is concerned, I need not much of it for my assistance, because my hope is to become a poet without words. While some critic or poet accuses me for being faulty and even unnatural, I am quite content with my work, because, altho it may not be so-called literature or poetry, it is I myself, good or bad, noble or ignoble, high or low. And let me tell you what I understand by poetry.
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> "We treat poetry, tho it may sound too ambitous to the Western mind, from the point of its use or uselessness; it rises, through a mysterious way, to the height of its peculiar worth, where its uselessness turns, lo, to usefulness. When one knows that the things useless are the things most useful under different circumstances (to give one example, a little stone lazy by a stream, which becomes important when you happen to hear its sermon), he will see that the aspect of uselessness in poetry is to be doubly valued, since its usefulness is always born from it, like the day out of the bosom of night. You can not call it, I trust, merely a Japanese freakishness or vagary, if we appear to you in the matter of poetry to make too much ado about nothing. I dare say we have our own attitude toward poetry."

A FEMININE THEATRICAL MISSIONARY

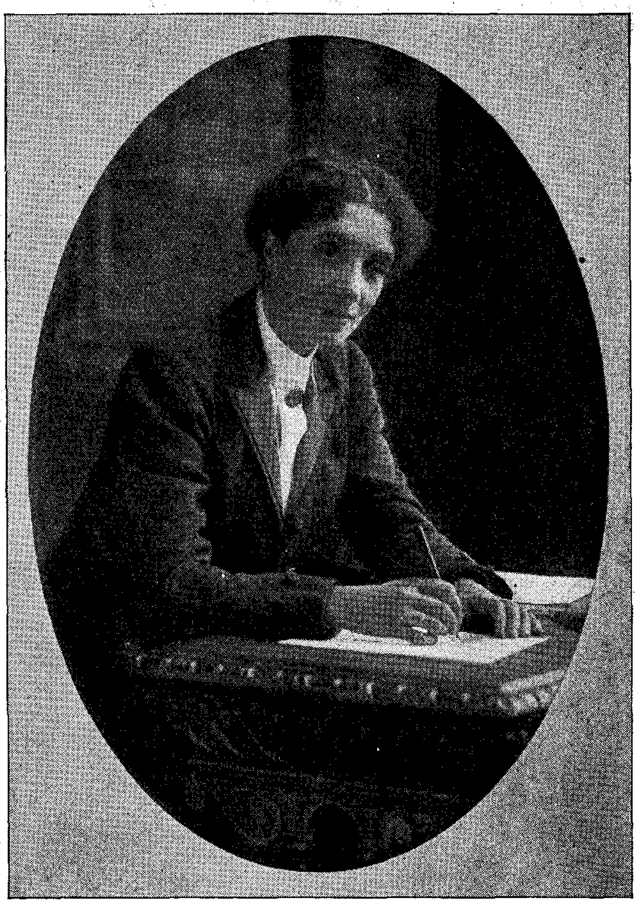
THE NEW AGE of feminism has a fresh laurel in the fact that the most interesting figure connected with the theater in England is a woman. She is not an actress, but the owner and director of the Manchester repertory theater named "The Gaiety." The repertory idea, which is gaining a strong footing in other British cities, is said to be almost wholly due to the success of her example. Miss Horniman is the energetic person who has accomplished so much with the fortune left her by her father, the wealthy importer of tea. Johanna Sherrick, writing in *The Theater Magazine* (New York) for April, tells us that during his lifetime her father's "distaste for the theater extended so far that he prohibited his daughter from the childish joys of 'playing theater,' and in her young womanhood he kept her rigidly away from theatrical performances." After his death her sympathies were engaged by the theater movement of the Irish Literary Society, headed by W. B. Yeats and Lady Gregory, and it was through her benevolence that the Abbey Theater in Dublin was maintained during the first struggling years of that now successful and famous folk theater. After seeing the Irish theater standing on its own legs, she began an experiment with the repertory idea and fixt upon Manchester, instead of London, as the best place for pioneer work. The writer recounts:

> "She chose for her manager Iden Paine, a young actor native to the smoke, and he engaged a company which contained not a single famous name. A three-months' experiment at a concert hall enlisted the support of the press and public, and this

preliminary canter proved successful. Then Miss Horniman bought and rebuilt the Gaiety, redecorating and refurnishing the interior, taking out 100 seats to render it more comfortable, and adding space where scenery is built and painted and where wardrobes are cut out and made. She enlarged the company and set herself to the presentation of plays of a high standard. At the end of two years this woman manager's boldness had won out. The theater paid expenses, and when she launched into a short London spring season her compact little company and repertoire of fifty plays, most of them new, satisfied the critics and the paying public, and, what's more, gave the manager a world-wide reputation.

"For every year following, a short London season has been a feature of Miss Horniman's program, with such a degree of healthy appreciation that she has been urged to establish a repertory theater in that Babylon, to be conducted with the same aspiration toward high things that she has shown in Manchester.

"To-day the little Gaiety organization is at its height, for never has Miss Horniman had so excellent a company and staff. In Lewis Casson she has found a talented director, producer, and actor. He was one of the original members of the famous Court Theater company under Vedrenne and Barker, where so many interesting productions were made, and it is to him that Miss Horniman owes the well-rounded splendid productions which have kept up the Gaiety's standard in the last two years. 'Hindle Wakes' was last spring's London production, which further spread the fame of Miss Horniman, her producer, and her company. In 1912, also, they played a successful tour through Canada, appearing but once in the United States. Boston was the fortunate city to witness a matinée performance of John Masefield's 'Nan,' in which Miss Irene Rooke acted the name part."


Courtesy of "The Theatre Magazine."

MISS A. E. F. HORNIMAN.

Who has achieved a world-wide reputation as a theater manager, having first subsidized the Abbey Theater of Dublin, then founded the Gaiety Theater for repertory plays at Manchester, England.

During the past few weeks Miss Horniman has made her second invasion of this country, and has given a season at the Fine Arts Theater in Chicago. It is the one American city that rather prides itself upon its "repertory" achievements, naming over the work of Mr. Donald Robertson, the Drama Players, and its "New Theater of lamented memory." In the person of one of its critics, Frederic Hatton of the Chicago *Evening Post*, it told these intruders that it would "not like them if they come among us as evangels attempting to convert the heathen." Rather—

"We would have them consider themselves as reenforcements to a battle which has long been waging locally and now, with the assistance which they and Lady Gregory are giving us, likely to result happily. For Miss Horniman's company has the most ambitious repertory of any similar company which has appeared here. The ideal organization of this sort is one in which the players are of such versatility that they may attempt with equally satisfactory outcome anything from genre drama to the loftiest of the classics. And such are the limits of the Manchester repertory. While the company has built up a new school of serious English drama, it has also brought to revival some of the finest works of past Anglo-Saxon dramatists. So far it has not concerned itself with foreign plays, a field which our Drama Players invaded courageously.

"'What the Public Wants' made an ideal opening effort. Tho it is laid in England, it has an international quality. There are plenty of *Sir Charles Worgans* among our publishers, and they would be quite as much characters on the stage if there were a Bennett here to prick them at the point of the pen to the footlights. One has some such feeling about *Worgan*. He seems to be so unwilling on the stage, a human machine, as it were, which resents the display of its workings.

"People who read plays—and they are legion in Chicago—need to be told little about 'What the Public Wants.' And those who do not read plays—they are super-legion—do not read reviews. But personally it was a surprize to see how well the play acted. Somehow we had not taken Bennett seriously as a playwright. One felt of 'What the Public Wants' that it was a splendid character study which by some act of the printer was divided into acts instead of chapters. It is filled with Bennett's delightful observations of public characters; also of his whimsical knowledge of women, dramatic critics, and the Five Towns; but so are his novels and his feuilletons."

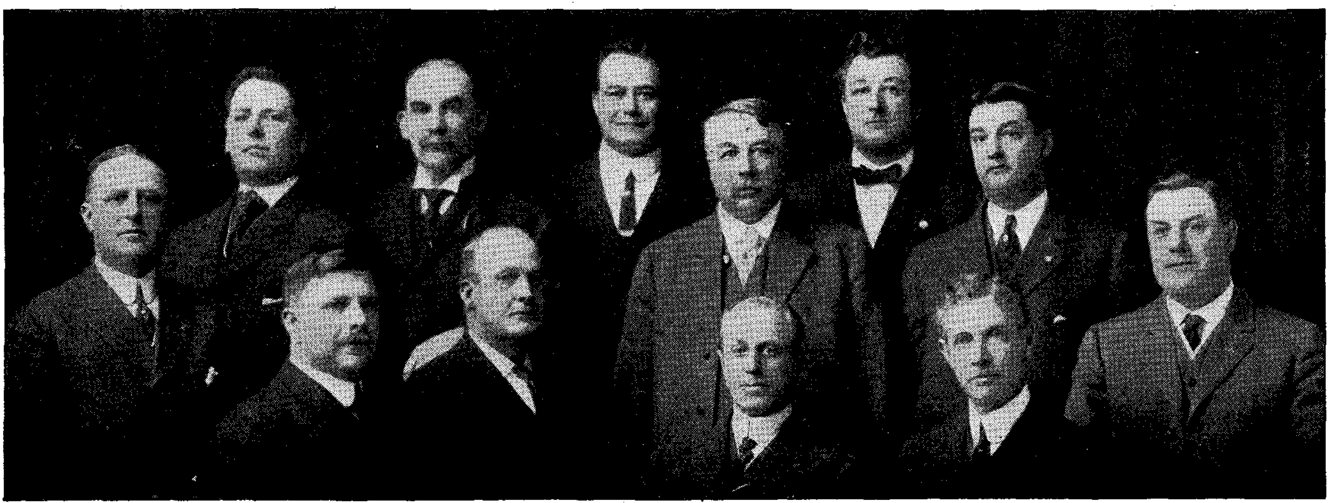
After a variety of experience with the Manchester players, the same critic yields them enthusiastic praise:

"These Manchester actors undoubtedly are the envy of all English and American players who are on the monotonous treadmill of a single day-in and day-out rôle. Think, for instance, of the opportunities Mr. Rosmer has had this week as the critic in 'What the Public Wants,' as *Dick Gurvil* in 'Nan,' as the tramp in 'Miles Dixon,' and as the poet in 'Candida.' It would take five years to accomplish that under the methods of professional production in America.

"And Miss Horniman's company is even more fortunate than Lady Gregory's organization because it has a much wider repertory. The Irish Players do not dare to wander off the native sod. The best part of these Fine Arts Theater engagements is that they are creating a public for repertory in Chicago, a larger public than exists in any other American city for this enlightened form of play presentation."

Miss Sherrick tells us that Miss Horniman follows the example of the Théâtre Français and "the actor who plays a duke one night may serve as butler in another play on the following night." Mr. Hatton gives some individual characterization of the art of these actors in Arnold Bennett's "What the Public Wants"—reprinted in *McClure's Magazine* a couple of years ago:

"The Horniman company in this piece not only gives an ensemble performance of distinction, but there are individual achievements which stand out as markedly as the *Nathaniel Jeffcote* of Mr. Lomas in 'Hindle Wakes.' Here the touch must be urban, and that is imparted with particular success by Percy Foster as the editor, *Sir Charles Worgan*, and by Milton Rosmer as the brother who becomes the dramatic critic. Mr. Foster brought out skilfully the determined egotism, the mechanical efficiency, the unletteredness, the sophistry, the professional air, and the amatory awkwardness of the striking and thoroughly Bennettesque character intrusted to him. No less delightful was the elegant, leisurely, thoughtfully cynical critic created from the author's lines by Mr. Rosmer."



BUSINESS AND PROFESSIONAL MEN OF "TOM BLODGETT'S GOSPEL TEAM."

The smiling figure in the center is the organizer of the first "gospel team' of Wichita, whose example has been followed by twenty-three others.

THE GOSPEL TEAMS OF WICHITA

THE PROBLEM of getting laymen to do active church work has apparently been solved in the city of Wichita. For Wichita laymen are going out into the highways and byways of Kansas and even over the border into Oklahoma, and, organized as "gospel teams," have brought about nearly 2,000 conversions in their year of activity. As a Wichita pastor explains it in *The Continent* (Chicago), the movement was the outcome of a Billy Sunday revival. Most of the 5,200 persons converted "were received into the fellowship of the churches, but not to be lulled into inactivity; instead, they were organized for Bible study, service, and sacrifice." Tom Blodgett's gospel team, the first one, was not planned, but came into existence, as the writer believes, providentially. It was like this:

"Soon after the close of the Sunday evangelistic meetings the pastor of one of the churches was to be absent for a Sabbath. He invited Tom Blodgett, of the wholesale firm of Cox-Blodgett, a convert of the late campaign, to take charge of the evening service. Mr. Blodgett invited some of the recently converted friends, all good fellows, to meet him at the Young Men's Christian Association at 6.30 P.M. Sunday, saying, 'We are going out to have a good time.' The men met in the parlor, Mr. Blodgett outlined the plan, and after general prayer they proceeded to the church.

"After the congregation had sung some gospel songs and each man had led in prayer—this was the first public prayer for most of them—each man in turn told in his own way what it meant to him to be a Christian, and what a friend and helper he had found Jesus to be. As a result, that night nineteen men came forward and decided to live a Christian life. To date no fewer than 476 converts are credited to the work of Tom Blodgett's team."

There are now in Wichita, says our informant, "no fewer than twenty-four 'gospel teams' or groups of men who conduct services in churches, theaters, halls, shops, or in the open air, and these teams have visited more than a hundred towns and cities within 250 miles." He goes on to tell of their work:

"Just one year from the organization of the first team, 1,913 men and boys have been reported as converted as the direct result of the work of this aggressive lay ministry. Converts in other towns in turn have organized teams and have extended the work into other districts, and report similar harvests. A letter before me from a town in Oklahoma expresses gratitude for the visit of one of our teams, when forty converts were secured, and the writer adds significantly, 'We now have a team of our own and have visited a number of places, and down to date'—a period of about two months—'we have 125 converts.'

"Shortly after the team work began the leaders of the Men and Religion Movement visited the city and added not a little to the efficiency of our organized men. The churches perfected a federation and secured a secretary who began at once to make dates for the teams and to give general supervision to the extension work."

These "gospel teams," it appears, are made up of men from all walks of life:

"There are bankers and barbers, capitalists and cattlemen, dentists and drivers, editors and electricians, lawyers and laborers, merchants and mechanics, teachers and traveling men, all bound together by one bond of faith in Jesus, one stedfast and consuming purpose to win men into the kingdom. These men walk long distances to hold meetings, go in automobiles, or charter Pullman cars, as the case may require, each man paying his own traveling expenses and hotel bills, giving freely of his time, substance, and service for the Master. Lately, however, our independent Kansas towns, when visited, prefer to pay traveling expenses and give entertainment.

"No two meetings are conducted exactly alike. Usually there is hearty singing, much prayer, earnest and direct, and the speaking is not unlike the testimonies given at the class meeting of the early Methodist movement when each one told his religious experience and what God had done for him. Often the meetings are continued long into the night, sometimes into the early morning hours, but seldom is a meeting held when there are no visible results, and as many as fifty-nine converts have been reported from a single night's work.

"Nor do the men confine themselves to Sabbath services or set times; they are ever on the alert to win men. One incident will illustrate:

"A few days ago some of the men of Tom Blodgett's team went on their annual hunting expedition. At supper time they arrived at a ranch-house some fifty miles away. Supper over, the big-hearted ranchman, to show the genuineness of his hospitality, brought in glasses and a well-filled decanter of old rye, and proposed that the boys have the usual 'good time.' Imagine his surprize when one of the team said, 'Since we were here last year we have been converted and have cut booze. Thanks; we don't drink.'

"With evident embarrassment and stammering apologies, the big, broad-shouldered ranchman made a hasty retreat with glasses, decanter, and contents. On learning that there was to be a meeting in the church some two miles away the men proposed that all hands go. They did, and the night air rang with gospel songs as the men of the team, the ranchman, his family, and help walked through the moonlight to the rural church. After the leader said, 'The meeting is now open,' the team prayed, talked, and exhorted in turn, and never was such a service in that community.

"Next day the team hunted little for game; they had meat to eat the world knew not of, and all the country folk present the night before kept their phones busy inviting all their neighbors far and near to a service that night to be conducted by some business men from Wichita. The place was crowded, and the Spirit of God was there in manifest power, the ranchman alone seeming unmoved.

"Next morning when the team entered the auto to come home the ranchman asked that he might accompany them to the main road. This reached, all got out, joined hands, and then each member of the team prayed earnestly for the people of the community, but especially for their host. When the last man had ceased, the brawny ranchman, with bowed head and tearful eyes, uttered his first prayer, 'God be merciful to me, a sinner.' The Lord is adding to the churches daily those who are being saved. This is how Wichita is winning."

RELIGIOUS COMPLEXION OF CANADA

ONE FAVORITE FORM of innuendo offered the United States by foreign writers is the mention of the large number of adherents of different religions that it harbors. Put in the form of a Frenchman's paradox, we are "the land of forty religions and one sauce." The Dominion Government has lately issued a bulletin enumerating the religions to be found in Canada, and we discover that there are no fewer than 81 heads. Some of these are "rather non-informative," observes *The Christian Guardian* (Toronto), 290 adherents being dubbed "Undenominationalists," 640 classed as belonging to "various sects," and 32,490 "Unspecified." For all this, it is said, "there are nearly 80 different kinds or varieties of religion, or lack of it, to be found in Canada." The figures, we are informed, do not relate to membership in the churches, but indicate the ecclesiastical preferences of the people, as stated by themselves to the Government enumerators. *The Presbyterian* (Toronto) gives the figures of the principal denominations with certain statements of percentages and increase:

"Anglicans, 1,043,017; Baptists, 382,666; Congregationalists, 34,054; Jews, 74,564; Lutheran, 229,864; Methodists, 1,079,892; Presbyterians, 1,115,324; Catholics, 2,833,041; Unitarians, 3,224; Salvation Army, 18,834; Doukhobors, 10,493; Evangelicals, 10,595. Comparing these figures with the total population of the Dominion it appears that the Roman Catholics are now 39.31 per cent. of the total population; Anglicans, 14.47 per cent.; Methodists, 14.98 per cent.; Presbyterians, 15.48 per cent.; Lutherans, 3.19, and Baptists, 5.31 per cent. The increase per cent. in the different bodies was as follows: The Anglicans increased in ten years 53.05 per cent.; Roman Catholics, 27.06; Methodists, 17.78; Presbyterians, 32.39; Lutheran, 148.43; Baptists, 20.33, and Salvation Army, 82.71."

The picturesque religious complexity of our northern neighbor is further set forth by the *The Christian Guardian:*

"One striking thing is the fact that the religions of the Orient have come to us. Here are the figures: Buddhists, 10,012; Confucians, 14,562; Shintos, 1,289; Sikhs and Hindus, 1,758; while 11,840 are classed as Pagans. There are 74,564 Jews and 797 Mohammedans.

"The number of agnostics is very small, just 3,110, but there are 26,027 who come under the head of No Religion. It is evident that most people to-day want to be known as professing some religion or other, and the class who exulted in the name Infidel or Atheist has almost wholly disappeared. This does not mean that unbelief is dead, but that the battle-ground has shifted.

"It is somewhat bewildering to note the multitude of smaller sects, whose names to most of our readers will be almost meaningless. For instance, there are 28 Apostles, 15 Armenians, 582 Believers, 151 Carmelites, 88 Covenanters, 64 Daniel's Band, 55 Dissenters, 512 Gospel People, 20 Holy Rollers, 42 Marshallites, 297 Saints, and 39 Saints of God. We venture to say that even some of our college professors would be somewhat puzzled to identify some of these rather strange specimens.

"The Dowieites still survive, but they only number 55. The Millennial Dawnites have created quite a flurry in certain sections, and it will surprize some to know that they can only muster, all told, 407 individuals. Pastor Russell's following of Bible Students totals only 518. Evidently the pastor's printed sermons have not done the work they were expected to do. Our good friends the Christian Scientists have increased nearly 94 per cent. in the ten years, but even then they can only muster 5,073 persons. Evidently this singular delusion is not destined to make great headway among the people.

"Some of the most striking increases among the smaller bodies are worth noting. The Lutherans have increased 137,340, or nearly 150 per cent.; the Greek Church has increased 72,877, or 466 per cent.; while the Jews have increased 58,163, or 354 per cent."

The comments of the organs of the two leading Protestant denominations are not of a jubilant nature. Says *The Presbyterian:*

"For almost half a century the Methodist denomination has been numerically the strongest branch of Protestantism in Canada, with the Presbyterian second and the Anglican fairly close up in third place. Now Presbyterians lead by a majority of 35,432 over the Methodists, and the Methodists are only 36,875 more than the Anglicans.

"While Presbyterianism appears to have flourished during the past decade, it has scarcely held its own. Had Methodism not fallen back in its percentage of increase from 17.07 in 1901 to 14.98 in 1911 Presbyterianism would still be in the second place. We have come out ahead because the other fellow slackened up his pace.

"The British immigration will account in large measure for the great increase in our Anglican population. In point of numbers they gained more during the decade than any other Protestant denomination. Their gain was 361,523, while Presbyterianism gained 272,882 and Methodism 163,006.

"Our Methodist contemporary says that these figures will furnish material for some of its Church's statisticians, and says that it will be necessary to explain to the Church at large just how and why these things are so.

"Presbyterians, as well as Methodists, should pore over these figures. We have only kept the old pace of the past decades, and we have sagged somewhat at the tape, for our percentage of increase at 1911 is .20 less than it was at 1901. We have need, too, for intensive growth as Presbyterians, since, with our larger population, we have less communicants than the Methodists. The figures are—Methodist, 351,710; Presbyterian, 295,939. While we have 35,432 more people than the Methodists we have 55,771 less church members."

The Methodist figures "will give some who love to groan a good chance to exercise their peculiar gift," says *The Christian Guardian*, but this journal is not willing to admit, as some say, that its Church, "more than any of the others has lost her spiritual grip and fervor, is not preaching a full and satisfactory gospel, has been untrue to the Word of God, and faithless in presenting its truth." On the other hand, it declares, "the Methodist Church is receiving a far smaller number of members and adherents through immigration than are several of the other churches," and adds:

"Somehow we are not able to grieve much over this fact, if the explanation of it is that there are more Presbyterians and Church of England people coming to Canada than there are Methodists. But if the explanation is that the Methodist Church in Canada does not get a grip upon the Methodists that are coming into the country, as the other churches manage to with their people, then we have a real reason to feel sorry and rebuked. Whatever be the facts in the case just here, we are assured of this, that there is a very serious leakage so far as our own Church is concerned, and we must somehow search out the way of remedy."

UPSHOT OF THE CHURCH-UNITY TALKS

ARTEMUS WARD once declared that the rebellion must be put down even if all his wife's relations had to go to the front. To a lay observer of the discussions of representative denominationalists on church union that we have given from week to week, such is about the "measure of sacrifice" that the speakers have been willing to concede. The avowed purpose of the series of addresses given in Boston was to present a statement of what the respective denominations would be willing to sacrifice in the interests of Christian unity, but to the editor of the Springfield *Republican* "the speakers made more of the things they insisted on than the things they were to give up—the solidarity of their denominations than the cause of organic unity." The Unitarian and Congregational denominations are so small "as not very much to involve the discussion"—at least as this observer sees it. Leaving out the Catholic Church "as one of no possible concessions," we approach, for Protestantism, the grand problem, "when we take account of what the Methodists, Baptists, and Presbyterians have to say, to which we may add the Episcopalians, as having a certain importance not exactly measured by numbers." Without reviewing the arguments, which were given in brief in our series of articles, we subjoin *The Republican's* conclusions:

"Upon the whole, it would look from these addresses as if we should continue for a while longer to be a country of '40 religions,' if, perhaps, no longer of 'only one gravy.' There are 17 varieties of Methodists and 15 kinds of Baptists. It should be noted, however, that the Harvard Church course did not include any recognized advocate of unity. This may have been designed in order to get the average opinion. 'Those who think,' says the *Congregationalist*, 'that the project of church unity, initiated two years ago by the Episcopal Church of the United States and subsequently indorsed by a dozen other communions, is a useless or even 'chimerical undertaking, are little aware of the strength of purpose behind the movement.'

"The influences permeating from the Evangelical Alliance and the Edinburgh conference; the work of clergymen like Newman Smyth, Washington Gladden, and Albert P. Fitch, among Congregationalists, or Episcopal laymen like Robert H. Gardiner and Silas McBee, who has recently resigned the editorship of the *Churchman* to found the new *Constructive Quarterly*, are not to be overlooked, to say nothing of the Young Men's Christian Association with John R. Mott, who has been called the greatest living spiritual force. These are moving intelligently in a direction in which the Protestant Church is bound to move sooner or later. The unit in the church, as in business, is increasingly cooperation, but it is likely to pass through a first stage of federation."

The Congregationalist (Boston) seems to think that the editor of *The Republican* has "succeeded remarkably well in penetrating to the gist of the successive addresses." He also seems to arrive at a conclusion similar to that of Dr. A. W. Vernon, of Harvard Church, the instigator of the series. The position of the latter is thus summarized by his church paper:

"He said that the leading impression left on his mind was the disposition of the speakers to emphasize more what they were not willing to sacrifice in behalf of unity than what they were willing to give up. The general character of the deliverance had made him feel that church unity was far off, but that the next step should be the union of bodies most alike. President Horr's address, he thought, opened the way for a closer approach between Baptists and Congregationalists. Dr. Vernon thought that most Congregationalists would be willing to yield the use of water when presenting their infants in dedication to God, that they would be quite as well satisfied with the sign of the cross on the foreheads of their little ones. And he looked forward to the time when both Congregationalists and Baptists would dedicate their infants, would baptize only believers, and would permit baptism by any method the candidate preferred. Dr. Vernon expressed his belief in Episcopal supervision shorn of any sacerdotal pretensions. In Congregationalism and Presbyterianism to-day the pastors are too busy with local problems to do this larger work, and the secretaries of missionary societies do not carry the necessary authority for it. Where Congregationalism rules alone it may ruin. Our churches need men who will direct and inspire our common aggressive Christian undertakings. The one fundamental conviction that Congregationalists would not give up is the belief that the Church is the servant of the individual Christian and not his master. . . . . .

"On another point both Dr. Vernon and *The Republican* are apparently agreed, and that is the rather uncompromising attitude of Dr. Eliot, the representative of Unitarianism. Dr. Vernon was disappointed that the president of the American Unitarian Association did not recognize the Christian basis of unity, and *The Republican*, after noting the emphasis that Dr. Eliot put on freedom of thought and the right to private judgment, declares, 'If one may be a modern Sadducee, denying immortality, or replace the idea of heaven with a sort of Nirvana, or a personal God with a sort of unconscious soul of the world and still be a Unitarian because he is religious and thinks freely, the so-called orthodox denominations would find that here was something too shadowy to unite with.'"

A novel solution of the disunion situation of the Protestant churches is proposed by *The Universalist Leader* (Boston). This consists in the change of a single word:

"Every sect recognizes that it is but one member of the Christian Church, it strengthens itself that it may contribute larger service to the whole Church, and this recognition needs but to be made actual and practical and the way to real unity is open before us, for *we have but to strike out from ecclesiastical literature the word* 'DENOMINATION' *and substitute in its place the word* 'DEPARTMENT.'

"How would it look?

"The Congregationalist Department.

"The Episcopalian Department.

"The Methodist Department.

"The Baptist Department.

"The Presbyterian Department.

"The Unitarian Department.

"The Universalist Department of the Christian Church, etc., etc.

"Straightway all are united in the Christian Church and serving through that Department which gives to them greatest efficiency. The success of one is the success of all. Deadly competition is measurably eliminated, and even personal relations of members are affected for the better, for both belong to the same Church, and are simply working in different Departments.

"Of course all this is true already in the minds of many; is it true enough to be proclaimed? And by the changing of a word can we not set forward mightily the supreme purpose of this Christian hour?"

HOW LONG MUST THE CHILD WORK?—The Ninth Annual Child Labor Conference has passed into history, and the delegates from thirty-one States have returned from Jacksonville to continue at home their propaganda work. As *The Episcopal Recorder* (Philadelphia) summarizes the convention's work, we read:

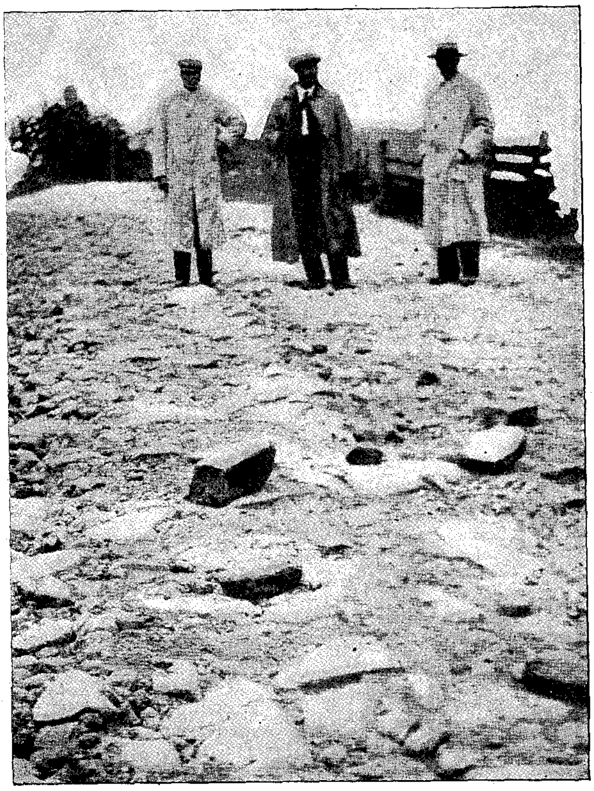
"This Jacksonville convention had set before it the darkest sides of the present situation: the moral hazards of the night-messenger service; the low wages of adults in Southern cotton-mills, where more young children are working a ten- and eleven-hour day than in any other industry; the physical dangers of work in glass-factories, still permitted to boys under sixteen years of age in Pennsylvania and West Virginia; the interstate commerce in little children between the canneries and berry-fields of the Middle States, and the shrimp- and oyster-canneries of the South; the horrors of tenement-house life in New York and other large cities, and the mockery of good child-labor laws written on statute-books, with no sufficient provision for enforcement. But there was immense encouragement in the proceedings. More States were represented than ever before, and a deep seriousness and determination marked all the proceedings. An appeal was issued for a campaign of education. The people need to be acquainted with conditions and aroused to remedy them. This is the concern of all, but particularly, we think, of Federations of Labor and Manufacturers' Associations. The child-employing industries, while forming only a small percentage of industrial establishments, have brought the reproach of child-labor upon American industry itself."

MOTOR CARS

WHAT "MOTOR SPIRIT" IS AND HOW IT WORKS

WIDE interest has been taken by makers and users of cars in the announcement of a month or more ago that a new motor fuel had been found in "Motor Spirit." It appears now that "Motor Spirit" itself is not a new product of petroleum at all. It has been known and actually used for nearly ten years. The new thing about it is that a new process for producing it has been found. Patents for this process were issued early in the present year. By this process the fuel can be produced cheaply and in large quantities, while previous methods were so costly as practically to prohibit general use and in any case to make it impossible of use as a general substitute for gasoline.

Under the new process, it has been possible already to sell "Motor Spirit" in some parts of the country at three cents per gallon less than gasoline. The process is a monopoly of the Standard Oil Company of Indiana. Production by this process by any other company entails the payment of royalties to that company, or to the inventor, W. M. Burton, who is the analytical chemist, and one of the directors, of the company.



SECTION OF THE OLD NATIONAL, OR CUMBERLAND, ROAD.

Begun in Jefferson's Administration and for years the chief highway from the Potomac to the Mississippi valley. The picture shows the neglected state in which some parts of this road now are.

As described in *Motor World*, the new fuel, in appearance and in general characteristics, "is not unlike gasoline except that it is slightly yellowish in color and emits a more pungent odor when permitted to evaporate in an open dish." In general, it may be described as a "low-grade gasoline of from 50 to 60 Baume." Under normal conditions, it burns "with a whitish smoke and leaves slightly more soot deposit in the cylinders than does gasoline." Careful carbureter adjustments, however, eliminate these undesirable features, which are "more than compensated for by the greater percentage of heat units for unit of volume, thus permitting the generation of greater power on slightly less consumption." "Motor Spirit" is a last distillation from the residue of petroleum that remains after the production of lubricating oils. Details on this point are given in *Motor World*:

"In the distillation of crude oil there is first produced naphtha, varying in percentage according to the grade of crude oil used; part of the naphtha afterwards is converted into gasoline by further distillation and chemical treatment. After the naphtha and gasoline are extracted, the refined oil of commerce is made, after which there is produced a distillate known as 'paraffin distillate,' which, after being chilled and prest for the removal of paraffin wax, is again subjected to distillation, producing various grades of lubricating oils. It is the residue from this latter product, which upon 'special destructive distillation' yields 'Motor Spirit' in paying quantities. Thus, it may be made from any grade of crude oil; its boiling point is somewhat higher than that of commercial gasoline, which may range from 115 degrees to 350 degrees, tho by reason of the fact that it actually commences to boil at a lower temperature than does gasoline, there should be no difficulty whatsoever in starting an engine upon it. The final boiling point may be as high as 400 degrees, tho it probably flashes when heated to about 100 degrees."

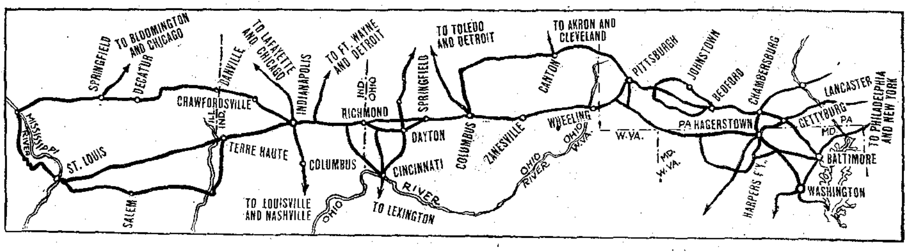
CROSSING A RIVER IN INDIA.

This incident occurred during the recent around-the-world trip by Melvin A. Hall and his mother.

The odor of "Motor Spirit," says a writer in *The Automobile*, is "stronger and more pungent than that of gasoline." When contained in the tank of a car no passenger would probably discover any difference, but, should any of it be spilled on the floor, the odor might be found unpleasant until it had evaporated. Evaporation, however, is a slower process than with gasoline.

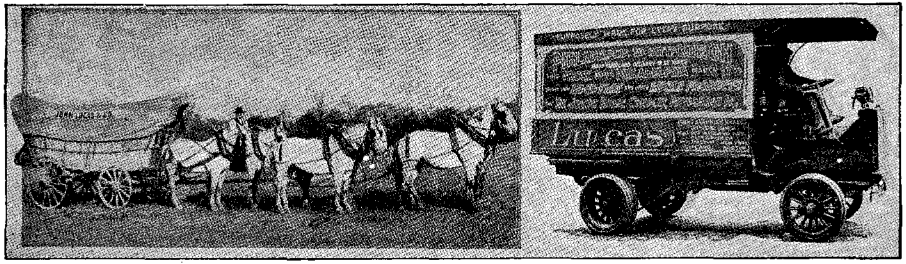
The present production of "Motor Spirit" is estimated at about 15,000 gallons per day. Before the middle of summer, it is believed that much larger quantities will be on the market. At present, it is being used by several—perhaps by twenty—industrial concerns using trucks in Chicago. In February, during average winter weather, "not the slightest difficulty was encountered in its use,"—so writes a correspondent of *The Automobile*. *Motor Age*, however, reports that, while it is "meeting with favor," only twelve concerns in Chicago out of twenty-one that had been supplied with quantities of it for use as a test, "were well enough satisfied to order further supplies."

Many of those who tried it "found there was little difference between it and gasoline." Such complaints as were made pertained to the odor, but only those who carried the supply under the seat seem to have suffered in this respect. In the matter


SPRINGFIELD
TO BLOOMINGTON AND CHICAGO
DECATUR
DANVILLE
TO LAFAYETTE AND CHICAGO
INDIANAPOLIS
TO FT. WAYNE AND DETROIT
IND.
OHIO
SPRINGFIELD
TO TOLEDO AND DETROIT
TO AKRON AND CLEVELAND
CANTON
PITTSBURGH
JOHNSTOWN
BEDFORD
CHAMBERSBURG
LANCASTER
TO PHILADELPHIA AND NEW YORK
MISSISSIPPI RIVER
CRAWFORDSVILLE
ILL.
IND.
RICHMOND
DAYTON
COLUMBUS
ZANESVILLE
WHEELING
OHIO
W.VA.
PA
HAGERSTOWN
GETTYSBURG
PA
MD.
ST. LOUIS
TERRE HAUTE
COLUMBUS
CINCINNATI
OHIO RIVER
MD.
W.VA.
BALTIMORE
HARPERS F'Y.
WASHINGTON
SALEM
TO LOUISVILLE AND NASHVILLE
OHIO
RIVER
TO LEXINGTON

MAP OF THE OLD NATIONAL ROAD SHOWING SOME OF ITS BRANCHES.

of mileage, one concern found that "Motor Spirit" gave about 20 per cent. more per gallon than gasoline gave. This result, combined with the difference in price—that is, 15 per cent. in favor of "Motor Spirit"—means a considerable saving in a year's bill.



From "The Automobile."

THE OLD WAY AND THE NEW.

The above "prairie schooner" and motor-truck have both been employed by the same firm during its long history,—a Philadelphia firm dealing in paint. A truck, as well as a "schooner," has transported paint for this house as far west as Pittsburg.

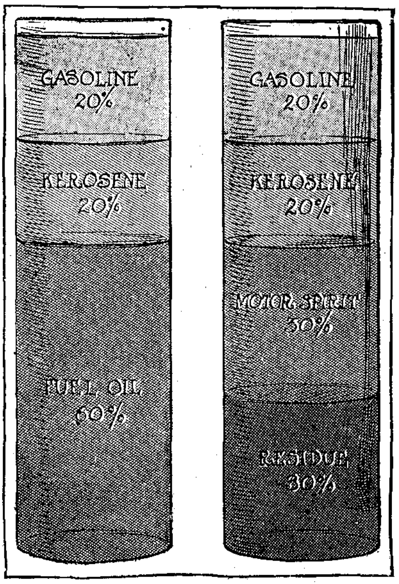
One other concern, and this a large one, reported the results of the test as less favorable. With a 1,500-pound vehicle, whose route included long runs to smaller towns, over bad roads, during a heavy snow which taxed the motor to the limit, "the car finally stuck in a drift, the new fuel not proving of sufficient power to pull it out." In general, results proved that "only by careful and painstaking carbureter adjustment can the new fuel be used with success," but with proper adjustment "it promises to work on an equal footing with its older rival."

It seems to be generally agreed that the use of "Motor Spirit" will be confined almost exclusively to trucks and delivery wagons. This, however, will prove a considerable boon to users of pleasure cars, inasmuch as it will release from use by trucks and delivery wagons a large amount of gasoline, and thus tend to increase the supply for pleasure cars, and so will lower the price.

Motor-cars and trucks have given to gasoline an extraordinary history as to price. Fifty years ago it sold at wholesale for about five cents a gallon. In each subsequent ten years, until the advent of motor-cars, an advance of only about one cent occurred in each period, the price finally reaching ten cents wholesale. *Motor Age* says further:

"The gasoline of the early days, which was bought so cheaply, averaged about 72 or 73 degrees Baume, while the present commercial gasoline is about 10 degrees lower. While it probably has a little more fuel value gallon for gallon than the older grade, it makes starting more difficult. The 62-degree product now marketed as gasoline formerly was sold under the trade-name of benzine.

"No corporations or combinations of corporations are responsible for the increase in price, it is simply that the production does not meet the demand. Reports of the United States Government show that the advancing cost of gasoline is due to the inevitable law of supply and demand. Along with the increased demand, there has been a falling off in the supply of the crude from which the gasoline itself is obtained.



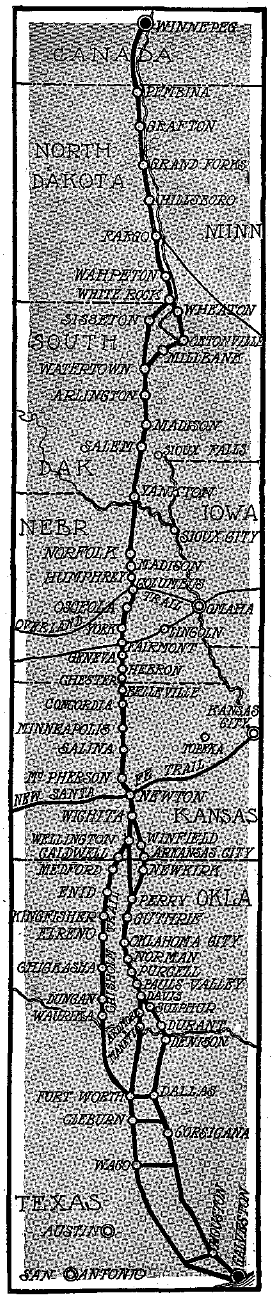
From "Motor Age."

PRODUCTS OF PETROLEUM.

In one of the two glass vessels here represented "Motor Spirit" is shown as the new product available as fuel for motor-cars. As will be seen, the amount of gasoline and kerosene secured remains the same under the new process.

"It is interesting to note that in January of last year when the oil men found that instead of drawing from storage as they had done before, the storage was exhausted and it took their complete production to satisfy the market, even partially, the wholesale price jumped 10 cents.

"Production in all the oil fields is falling off rapidly — the only fields not showing decreased output are California and Oklahoma and the crude from those fields distills a very low percentage of gasoline. It was just when matters had reached a crisis that 'Motor Spirit' appeared."


WINNIPEG
CANADA
PEMBINA
GRAFTON
NORTH DAKOTA
GRAND FORKS
HILLSBORO
FARGO
MINN
WAHPETON
WHITE ROCK
WHEATON
SISSETON
SOUTH
ORTONVILLE
MILBANK
WATERTOWN
ARLINGTON
MADISON
SALEM
SIOUX FALLS
DAK
YANKTON
IOWA
NEBR
SIOUX CITY
NORFOLK
MADISON
HUMPHREY
COLUMBUS
TRAIL
OSCEOLA
OMAHA
OVERLAND
YORK
LINCOLN
FAIRMONT
GENEVA
HEBRON
CHESTER
BELLEVILLE
CONCORDIA
KANSAS CITY
MINNEAPOLIS
SALINA
TOPEKA
McPHERSON
SANTA FE TRAIL
NEWTON
WICHITA
KANSAS
WELLINGTON
WINFIELD
CALDWELL
ARKANSAS CITY
MEDFORD
NEWKIRK
ENID
PERRY
OKLA
KINGFISHER
GUTHRIE
EL RENO
OKLAHOMA CITY
CHICKASHA
NORMAN
PURCELL
PAULS VALLEY
DAVIS
DUNCAN
SULPHUR
WAURIKA
DURANT
DENISON
FORT WORTH
DALLAS
CLEBURN
CORSICANA
WACO
TEXAS
AUSTIN
HOUSTON
GALVESTON
SAN ANTONIO

From "Motor Age."

THE MERIDIAN ROAD NOW UNDER CONSTRUCTION.

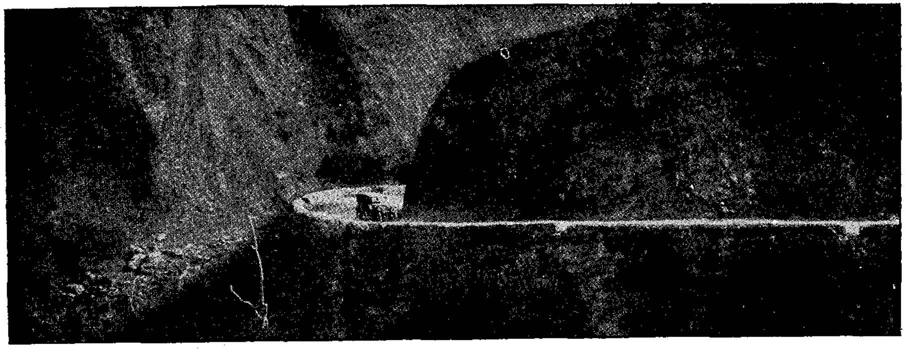
From Winnipeg, Canada, to Galveston, Texas, as described elsewhere in this issue.

On this point of production *The Automobile* remarks:

"The phenomenal and unexpected increase in the price of crude oil has been largely responsible for the increase in the price of gasoline during the past year. In round numbers crude oil prices have doubled in the past twelve months. Kansas and Oklahoma crude which a year ago sold at 45 cents a barrel at the wells is to-day selling at 90 cents. One year ago Illinois crude sold at 60 cents per barrel at the wells and is to-day selling at $1.25.

"The increase in prices of crude must not be looked upon as an exhaustion of the supply within the grounds but rather an increase of demand by the refineries beyond the producing capacities of the wells. Some years ago owners of crude oil wells were making little money. The supply was vastly in excess of the demand. With the increased demand due to increased use of automobiles, there came a drawing on the available stored crude supply, which was equal to the requirements of two seasons. Immediately the prices of the crude began rising and they have continued consistently ever since. With the increased demand and increased price there has been great activity in sinking wells in the crude territories; and this promiscuous sinking of wells, or wild-catting as it is known, may result in vast increases in crude supplies or it may

(*Continued on page* 838)



ROAD IN PHILIPPINE ISLANDS LEADING TO BAGUIO, THE SUMMER CAPITAL.

A line of twenty-six automobiles runs over this road to Beguio every day. The distance each way being fifty-four miles.

The Fact-Backed FRANKLIN CAR—
A Light-weight Car with Heavy-weight Ability

MIND you!—the Franklin is teaching and *proving* a mighty principle in motor-engineering. Just two words express it and explain it—*Light Weight.*

Suppose you went out in the market to buy a steam yacht, and somebody sold you a battleship on the ground of its greater weight, power, etc. Later, you find it takes a mint of money to maintain it! And who *needs* a battleship, anyway?

The first great Franklin Fact

The first great Franklin Fact—let it sink in and *simmer.* We give *all* the power, and *all* the speed, and *all* the comfort that most men want. And we do it without great *weight.*

This is made possible by the Franklin principle of "Balanced Construction," which saves extra pounds by means of extra pains in the matter of shaving weight in all essential parts without sacrificing power or speed.

The engine, the frame, the chassis, the body—all are so related and correlated that there is evolved the modern mechanical *prodigy*—a light car with heavy weight ability.

Another big Franklin Fact: reducing the "excess baggage" also reduces the excess of up-keep—light weight means light cost of maintenance.

Tires!—for instance. Let Franklin owners speak. Let Franklin figures talk. These reports are gathered from all over the country—they show service over *all* kinds of roads and under *all* climatic conditions.

In 1910, the average mileage, without a puncture, of 100 Franklin owners was 2750 miles. In 1911, the average of 135 reports was 3061 miles. In 1912, 181 owners showed an average of 3663 miles. This is going *some!*

Why?—because Franklins average at least 25 per cent. lighter than other cars of same size, giving at least 100 per cent. increase in tire service.

Still another Franklin Fact

Gasoline!—still another Franklin Fact. This car has broken every world's record for Gasoline Economy.

In an efficiency contest over Connecticut roads a Franklin went 95 miles on two gallons of gasoline. In another contest at Buffalo, a Franklin had traveled 46.1 miles at the end of time limit—and there was still a portion left of the original gallon!

There are more Franklin Facts about the Direct Air-Cooled Motor, the Entz Electric Self-Starter and other features that make for Service and Comfort. Get motor-wise before you buy.

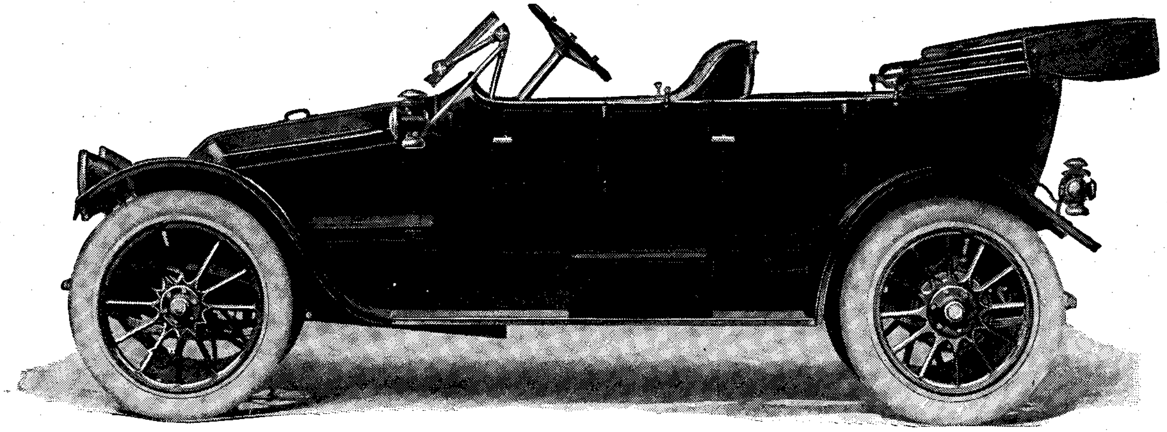
The Fact-Backed Franklin is made as follows:

Franklin Six "38"	$3600
Franklin Little Six "30"	2900
Franklin Four "25"	2000
Franklin "18" Runabout	1650

Equipment All Franklin 6-cylinder cars are equipped with Warner speedometer, top, trunk rack, wind shield, bulb horn, 5 lamps, electric lighting throughout, Entz self-starter.

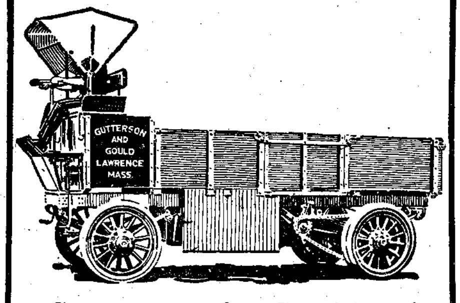
This car uses less tires, less gasoline, travels faster, rides smoother, steers easier, lasts longer and costs less for up-keep than any car of equal size and power. Let us tell you WHY! See the Franklin dealer, or ask for catalogue.

Franklin Automobile Company 15 Franklin Square Syracuse N Y

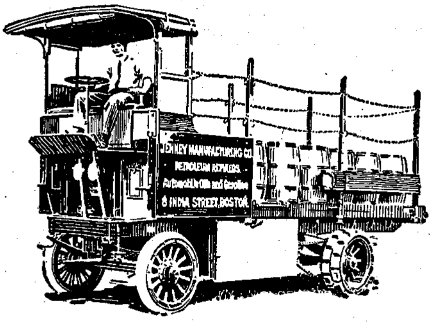


Franklin Little Six "30," a light, medium-size 5-passenger car **$2900**

1000 to 1200 POUNDS Less Weight
Less Weight Means Less Up-Keep Cost


GUTTERSON AND GOULD LAWRENCE MASS.

Gutterson & Gould, of Lawrence, Mass., are using this 3½-ton Electric Truck for hauling junk. It actually saves 24% over horse haulage; gives greater elasticity of operation.



This 5-ton Electric in the service of the Jenney Mfg. Co., of Boston, is used to deliver heavy barrels of gasoline to garages around Boston. Saves 12½% over horses even on the short hauls; and 41% on round trips of 12 to 15 miles. This firm uses Electrics exclusively.

Save as These Concerns and Others Are Saving with Electric Trucks

Hundreds of big concerns in almost every line of business, are using Electric Trucks and saving money. Costs and comparative performances show the superiority and economy of the Electric for city haulage. Write today for interesting information.

Public Interest and Private Advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION OF AMERICA

BOSTON NEW YORK 124 W. 42d St. CHICAGO

[63]

MOTOR-CARS

(*Continued from page* 836)

not. Some experts on the supply of crude oil believe that there is not a sufficient quantity of crude west of the Rocky Mountains to meet the requirements."

THE "MERIDIAN ROAD" FROM WINNIPEG TO GALVESTON

Elsewhere is a map showing the route of the Meridian road—a highway now under construction from Winnipeg, Canada, to Galveston, Texas. For about one-half its length—that is, for a distance of about 1,000 miles—it is already regarded as a "first-class" road. Just before winter set in, an official inspection party toured over it from Winnipeg to Wichita, Kansas,—a distance of over 1,000 miles. Eight days were needed for this trip, the average mileage being 130. Items in connection with the route and the work yet to be done on the road are given in *Motor Age*:

"The International Meridian Road Association is less than a year old and in the first year of its existence there has been expended upon the Meridian road more than one-third of a million dollars. For the first six miles out of Winnipeg there is being constructed a cement road costing over $30,000. Across South Dakota, for permanent bridges, cement culverts, and grading, $40,000 has been expended; across the Coteau hills in Roberts county, South Dakota, an entirely new road is being constructed with maximum grade of 6 per cent. crossing an elevation 800 feet higher than the surrounding country and 12 miles across. In Coding, Kingsbury, and other counties, road-building bees were held and a first-class dirt road constructed by donation. In nearly every county new bridges cement culverts, etc., were put in, and the expenditures in South Dakota will easily aggregate $75,000. In Nebraska for permanent bridges, cement culverts and new grading, and improvements under the government supervision south of Columbus, in the Platte River Valley, there has been expended at least $50,000. In Kansas, the Meridian road in seven counties was declared a county highway and is being constructed and maintained at county expense. Cowley county, in the construction of a concrete reinforced bridge across the Walnut River, has spent $20,000 and built a rock road through Arkansas City and Winfield costing $59,000, which rock road will be extended across the county next year. The total expenditure this year on the Meridian road in Kansas exceeds $150,000.

"In Oklahoma, on the Chisholm trail, cement culverts and reinforced concrete bridges are going in and much grading is being done which will aggregate at least $50,000. In Texas, $1,000,000 in bonds has been voted for roads in Tarrant county and $600,000 for bridges, while Dallas county has recently constructed over the Trinity River, between Dallas and Fort Worth, a reinforced concrete bridge costing $700,000. Other counties have voted road and bridge bonds and in the near future Texas will have some fine roads.

"Motor-car traffic over the Meridian Road has grown rapidly but has been diverted this year to other roads on account of the large amount of improvement being made. On our inspection tour we found it necessary to go around scores of new bridges and new culverts. Signboards have been placed about one-half the way between Winnipeg and Oklahoma, and the road will be distinctly posted all the way between Winnipeg and the Gulf of Mexico by spring, except possibly a part of the Texas and Oklahoma division, which will be sign-posted as soon as definitely located.

"Different methods of erecting the signs have been employed in the various States. In North Dakota the work of signboarding has been done in a very thorough manner, and the tourist can follow the road with ease from the signboards alone. A rule has been established that the signs be erected on specially prepared posts painted white with the sign six feet from the ground. At every turn two signs are used, and in most of the counties the names of the towns with mileage both ways have been painted on the signs, so that the tourist has very complete information both as to the route and as to where he may happen to be. In Kansas and Nebraska a map sign has been erected at each turn of the road, with the names of the cities thereon through which the road passes.

"The Meridian road passes through the Bread Basket of the North and between lakes and summer resorts of the Dakotas and Minnesota, through the fine corn fields of Nebraska, between wheat and corn fields and orchards of Kansas, into the immense cotton fields of Oklahoma and Texas, to the subtropical fruit region on the Gulf of Mexico. The road follows very closely the ninety-seventh meridian of longitude, and from sea level at the gulf rises to 2,000 feet, the summit of the Coteau hills thence sloping downward toward the north to 700 feet at Lake Winnipeg, without a hill too steep for a car to climb on high gear.

"It is the purpose and intent of the association to secure the construction of a road over every part of which a full wagon-box load or a car at high gear can pass, except in wet weather. It is anticipated that in the near future thousands of business men and retired business men will take their families in their motors and proceed northward at slow stages for their summer vacations, among the lakes in the north latitudes, and that in the fall the retired merchant or banker will take his family in his car and leave the rigorous winters of the North to spend a few months in the salubrious climate of the gulf coast. Our party proceeded over this entire route without an incident to mar the pleasure of the trip. Good hotels and good garages are to be found every few miles in the sixty odd cities between Winnipeg and the gulf.

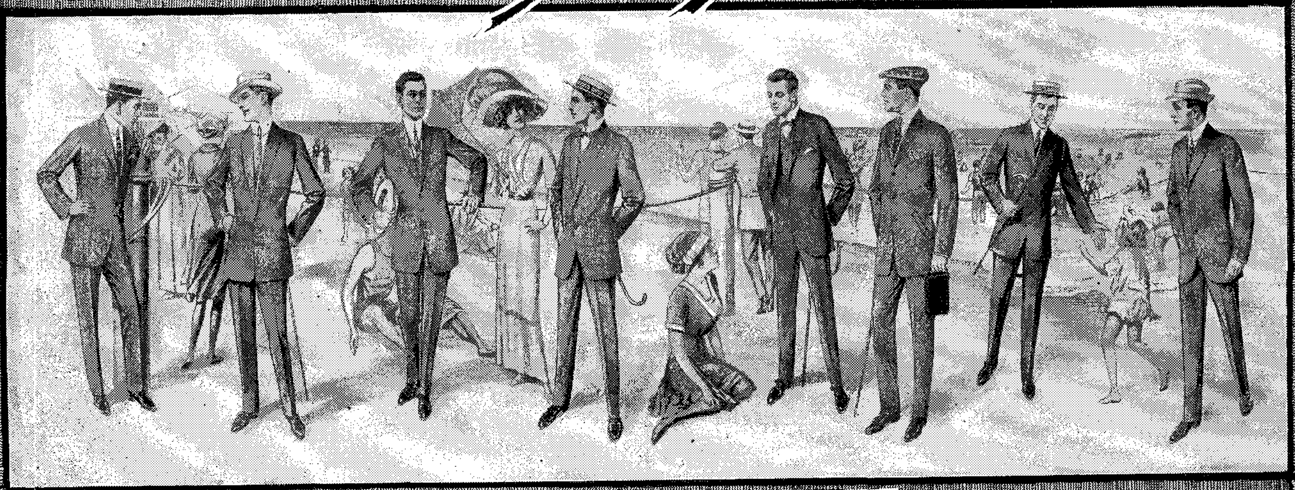
"All along the route great enthusiasm over the project is being shown, and it is anticipated that it will not be long before the whole trail will be completed and ready for motorists."

EXTRAVAGANCE IN DRIVING CARS

It is contended by a writer in *Motor Age* that the driver of a car has within himself the means for reducing operating costs in ways which would largely counterbalance the increase in the price of gasoline. If drivers would "reform their methods of driving and controlling speed," the consumption of gasoline would be materially reduced. Much of the extravagance in consumption is due entirely to owners and drivers. In fact, there is so much waste that, "if more economical carbureters were fitted, it is questioned if owners would get more than a fraction of the economy." Owners and drivers alike desire "quick acceleration, but few realize how dearly they "pay for their whistle"; all is done at the expense of gasoline, "not to mention

(*Continued on page* 840)

Who's Your Tailor?
TRADE MARK REGD. 1906 BY ED. V. PRICE & CO.



Spring and Summer Sack Suit Fashions 1913

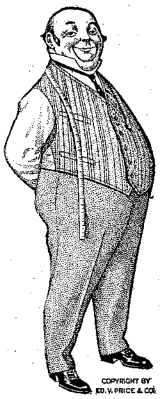
To feel comfortable in body and easy in mind, your shape, your individuality and your taste should be embodied in the clothes you wear. In short, they should be cut and draped

To Your Own Measure

If we are your tailors, you will receive the most satisfactory style and fit, as well as the largest value that can possibly be obtained, for

$25 to $50

Our dealer in your city will show you our handsome Spring woolens and take your measure.



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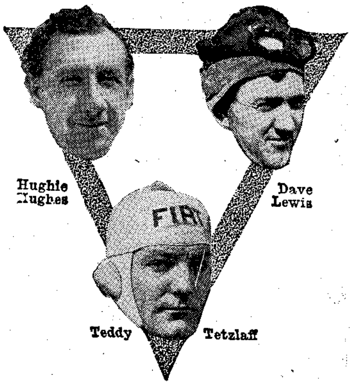


The cause of friction and the cure

UNDER a microscope the highly polished bearing surfaces of your car show full of depressions and projections. When bearing surfaces meet, these projections interfere and cause friction.

Dixon's Flake Graphite introduced into a bearing by means of a vehicle, such as grease, interposes itself between the surfaces and prevents all metallic contact. *Dixon's Flake Graphite* as contained in

DIXON'S
Graphite Grease
No. 677
cures friction troubles

This graphite grease is unexcelled for transmissions and differentials. For sale by all good dealers. Try it.

Dave Lewis, who has used Dixon's Graphite Lubricants for the past three years, says: "I have just taken down my Stutz Car that I drove in all the races of the past season (1912), and I find every ball-race, every bearing, every pinion perfect, and, if anything, in better condition than at the start of the season."

Teddy Tetzlaff says: "Would rather pay $5 per pound for Dixon's Lubricants than use any other as a gift."

Hughie Hughes says: "Dixon's Automobile Lubricants not only reduce friction to a minimum, but their lasting qualities are remarkable."

For your car's sake, get our free book, No. 247, on "Lubricating the Motor." Send name and model of car. Write for copies of very interesting testimonial letters from the "Speed Kings of Motordom."

Joseph Dixon Crucible Company
Established in 1827
Jersey City New Jersey

MOTOR-CARS

(*Continued from page* 838)

many other parts of the car on which quick acceleration exacts its heavy toll." The writer specifies other forms of extravagant expenditures in driving:

"But quick acceleration is not the only luxury that owner and driver delight to indulge in. Running so much on a low throttle is an equally important crime. Instead of shifting gears, the throttle is nearly closed, the result being that the suction of the cylinders is largely exerted on the gasoline spraying nozzle and too much gasoline is drawn out in proportion to the air entering. Only a fraction of this gasoline is actually needed, the remainder in not a few cases going through the motor in a poorly combusted form, and doing its part to aid in carbonizing the combustion chamber and valves. There is also a remedy for this, namely, keeping the motor speed up, keeping the throttle at a wider-open position and shifting gears more frequently. With the throttle opened more there is a greater quantity of air entering and the cylinder suction on the gasoline is correspondingly reduced, giving a mixture still over-rich but yet more nearly approximating the desired proportions for economical running.

"If the motorist will only analyze his own actions in driving, analyze his methods of acceleration, analyze his methods of driving with regard to amount of throttle opening, and analyze his driving so far as gear-shifting is concerned, he will invariably find that not a little of the unnecessary fuel consumption lies at his own door. He is breeding the luxury in driving that creates the extravagance, and do what he may the carbureter manufacturer will never be able to obtain that Utopian fuel economy until the driver, the owner, or the owner-driver is willing to do his share in the work.

"This luxury in motor-car operation dates back many years, almost to the time when four-cylinder machines made their début. In those days the high-gear demonstration on the steep hill proved the kindergarten for the new driver. His appetite was whetted. He was schooled in avoiding the use of the gear-shift lever, and those elementary courses have during the intervening years been succeeded by constant high-gear arguments of the salesman and demonstrator until to-day thousands of owners look upon it as an indication of poor driving if they may have to shift gears on a hill where the car ahead of them on the road makes it on high. It is difficult, well nigh impossible with many, to convince them that it is much preferable to change to lower gears on a hill and keep the motor speed within its range of desired efficiency and economy. The luxury of driving instilled in the early days has become a habit, and what is more difficult to uproot than a deeply formed habit? Yet it is this very same habit that tends to increase the gasoline consumption.

"Fuel price looks to-day as the possible tutor that will accomplish the task, or that will at least give the first lessons in rational driving. The rising price of the last twelve months nearly stampeded not a few buyers. The floodtide was reached three or four months ago; there has been a slight ebbing ever since. The announcement of 'Motor Spirit' as a fuel for trucks, traction engines, and stationary engines will create a still faster ebb, but the thin edge of the wedge has been entered and the owner-driver will not forget the nightmare that he had a fleeting vision of and which four months ago promised to be such a reality.

"Owners and drivers can do much to solve the fuel-economy problem; the carbureter-makers must and will do their part; the car-builders must do their part by reducing weight wherever possible; the road-builders are doing theirs; and lastly the fuel-producers are focusing every effort to alleviate the situation. The fact that there is not any real danger of much increase in the price of gasoline during this year should not create a feeling of contentedness in present driving methods. Careless drivers should reform themselves."

SHALL HORSE-POWER BE REDUCED?

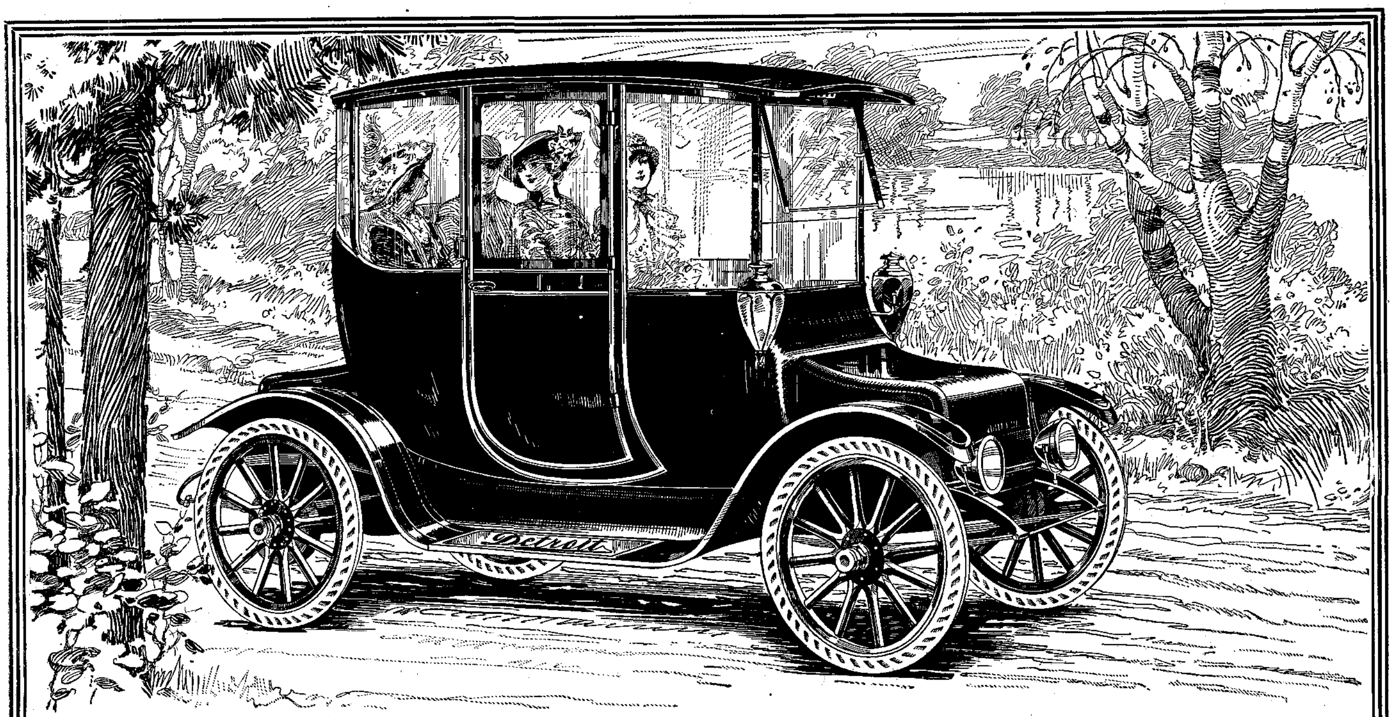
The question of a possible reduction in horse-power is discust in a recent issue of *Motor Age*. Manufacturers and buyers of cars are represented as divided on the question. The personal equation, or what this paper calls "individual satisfaction," largely governs opinion. An owner who "wants plenty of power for high speed hill-climbing, is willing to pay for his whistle." So too the buyer who wants "a large, comfortable vehicle to carry seven passengers and as much baggage as he wants to take along also will continue to ask for power." The demand for smaller vehicles, for less horse-power, and a reduction in body weight, comes from "the economist who counts the cost of operation and who aims at getting the most miles out of each gallon of gasoline and the greatest distance out of a set of tires." The writer continues:

"So far as the question of speed on the public highway is concerned, horse-power rarely is a determining factor, because the medium-powered machine can make considerably more than the legal speeds—in fact, often more than double of them. The builder of high-powered machines cannot hope to sell on speed possibilities, altho there are a few makers who are indulging in national selling campaigns and putting forward excessive, in fact impossible, highway speeds as the prime consideration. Such can bring about little more than general disappointment.

"There are, roughly speaking, three classes of buyers—the economist, the comfort type, and the speedster. Their numerical importance is in this order. To date the economist has been the determining factor with hosts of buyers; his ranks are steadily increasing. The comfort buyer is increasing slowly; and the speedster clan is steadily losing ground. Next season the economist division will be the dictator in more than 60 per cent. of the cars sold, and because of the majority he commands his requirements are bound to bask in the public eye to a greater extent than the other two divisions. He is demanding reduced horse-power, because he wants greater mileage per gallon of fuel, and he knows that this is only possible with the reduction of cylinder sizes. He asks for lighter body weights because a lighter body will give him increased mileage.

"From the indication of to-day it is certain that the economist buyer will be satisfied in the matter of reduced power. There are enough 1914 models now on the highway to assure this. These models are built with slightly longer-stroke motors and reduced bore. Next year will witness a slight increase in the bore-stroke ratio, and consequently a reduction in rated horse-power. The reduced horse-power will be welcomed for yet another reason, namely, that annual registration fees will be slightly lower—a needed reform, in view of the increase in registration rates.

(*Continued on page* 842)



Measure Automobile Values by the Features Combined in the New Detroit Electric Clear Vision Brougham

- *All* advantages of electricity.
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- Electrically controlled.
- Absence of complicated mechanism.
- Clear vision in *all* directions.
- Short turning radius.
- Five speeds *without gear shifting.*
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- Hill climbing ability (will climb any hill that any type of car will climb).
- Adaptability to city traffic.
- Long mileage for country driving.
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- Large area of windows.
- Suitable for all occasions—formal or informal.
- Direct shaft drive "Chainless" power plant.
- Minimum expense for upkeep.
- Cheapest form of motive energy (Electric current).
- Limousine advantages without expense of chauffeur.
- Double set of brakes (their operation almost effortless).
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- Springs with elastic limit exceeding 200,000 pounds to the square inch.
- Utmost comfort with cushion tires.
- Aluminum roofs.
- Aluminum body panels.
- Aluminum "closed-in" fenders.
- Aluminum window sash—one piece (no warping).
- Horizontal control lever, *takes up no seat space.*

The public is just awakening to the fact that the electric is destined to be the popular automobile of the future.

Electricity is now available in over 6,000 cities and towns, although nearly one-third of the entire population of the United States live in 228 cities of 25,000 and over.

The Detroit Electric illustrated above will travel as much as one hundred miles on one charge.

Illustrated catalogue sent upon request showing eight different models ranging in price from $2300 for the Ladies' Victoria, and $3000 for the Clear Vision Brougham, to $5000 for the Limousine.

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OVER half a century of knowing how is back of every Berry Brothers' product.

Our business is today the largest of its kind in the world simply because we have maintained through all these years, the highest possible standards of manufacture.

No matter how small the job is—if you want it to look well and last well, specify Berry Brothers' varnish—and see that you get it.

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Good dealers everywhere carry a full line of Berry Brothers' varnishes, shellacs and baking Japans. And we shall be glad to send you, *free*, an interesting booklet covering your varnishing problem. Just write and tell us what you want to finish.

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Write for children's book, illustrated in color by W. W. Denslow, "Around the World in a Berry Wagon"—sent free.

BERRY BROTHERS' CELEBRATED TRADE MARK VARNISHES DETROIT

MOTOR-CARS

(*Continued from page* 840)

that have been passed during the past winter in not a few States.

"It is going to be a difficult problem to reduce body weight. It has been going a little higher each year of late; going higher because of the additional equipment the buyer has demanded. Adding demountable rims, electric starters with their heavy batteries, windshields, tops, and other equipment has added hundreds of pounds, and besides the added weight in themselves, there is additional that extra weight incorporated in some of the chassis parts in order to make them adequately strong to care for the additional accessories. The net result is that Europe, which once built considerably heavier cars than America, is now leading America in the light-car field. America will have to reduce the weight of its cars intended for the economist trade."

ROAD-BUILDING IN THIS COUNTRY

The total expenditures in road construction in twenty-nine of the States of this country and in the District of Columbia last year were $62,691,429. The other States, from which figures were not obtainable, either have no organized road departments, no system of accounts disclosing the figures, or are still in an experimental stage. It appears from an article in *The Automobile* that New York last year "spent more money than any other State in the Union," the sum for the year having been about $15,000,000. More than 3,000 miles of new road were built and more than 10,000 miles "were shaped, crowned, and standardized as to width." Of the 80,000 miles of roads in this State, 11,000 are classed as "improved roads." Illinois, with a greater mileage (100,000 miles), spent last year $7,500,000. Only about 10 per cent. of the mileage in Illinois is classed as improved, the remaining 90,000 miles being simply dirt roads, but many of these are excellent and well cared for. Facts as to roads in some of the other States are given as follows in *The Automobile:*

"Iowa has a total of 102,000 miles of highway, upon which it has spent during the past year $7,000,000. There are but 2,500 miles of improved highway in the State, of which a very small percentage is macadam. There are between 2,000 and 3,000 miles of stone road in the State, while the remaining 100,000 miles are dirt. Scattered sections of the roads are faced with gravel or some bituminous material. Most of the roads built during 1912 were dirt, the small percentage of gravel and similar roads being negligible in comparison.

"Washington has 39,062 miles of highway. Of this 11,896 are improved; 7,826 miles of the improved roads are dirt, while the remaining improved roads are mostly gravel, the total mileage of macadam being but 184. During 1912 there were 400 miles of new roads built. These were chiefly gravel, with some bituminous macadam, water-bound macadam, brick and concrete. The mileage of highway improved last year is 2,000, the work done being chiefly regrading, crowning, and draining, and in some cases by the addition of a hard surface. The cost per mile of improved highway was approximately $450 per mile for the year of 1912.

"Kansas is another State which spent considerable money during the year of 1912 on roads. There are 98,000 miles of highway in the State, of which but 450 miles are improved. The remaining 97,500 are principally dirt. In the construction of new roads and maintenance of the old the State spent $4,975,000. The total of miles of improved highway, as given above, does not include the improved dirt roads, which comprize the majority of those listed in the mileage above. The State spent about $50 per mile of road, which would indicate that very little work was done through vast sections of the State, and that it was possible to do what repairing was necessary at a very low figure on account of the great mileage of the dirt roads.

"Mississippi has a total road mileage of 44,072. Of this 1,000 miles are improved. Of the improved roads 40 miles are macadam, 30 miles are crusht stone, and about 500 miles are gravel. One-third of all the improvement work on road-building varies throughout the different counties of Mississippi, but on an average is somewhere in the neighborhood of $30 per mile, according to statistics furnished by the Department of Agriculture and Commerce. Mississippi spent $3,500,000 for roads during the past year. This makes an average of $3,500 per mile of improved road, including the new roads built.

"Pennsylvania has a total road mileage of 86,690, of which 861 miles have been constructed by the State Highway Department. During the year ending September 1, 1912, 4,500 miles of road have been repaired and put in good condition for travel. Four million dollars have been spent on the construction of the new roads and the maintenance of the old. The money for the State highways is appropriated by the State legislature, which in May, 1911, voted sufficient funds for the two fiscal years ending June 1, 1913. This means that a total of $2,000,000 per year during the years of 1911-1912 and 1912-1913 is available for highway use.

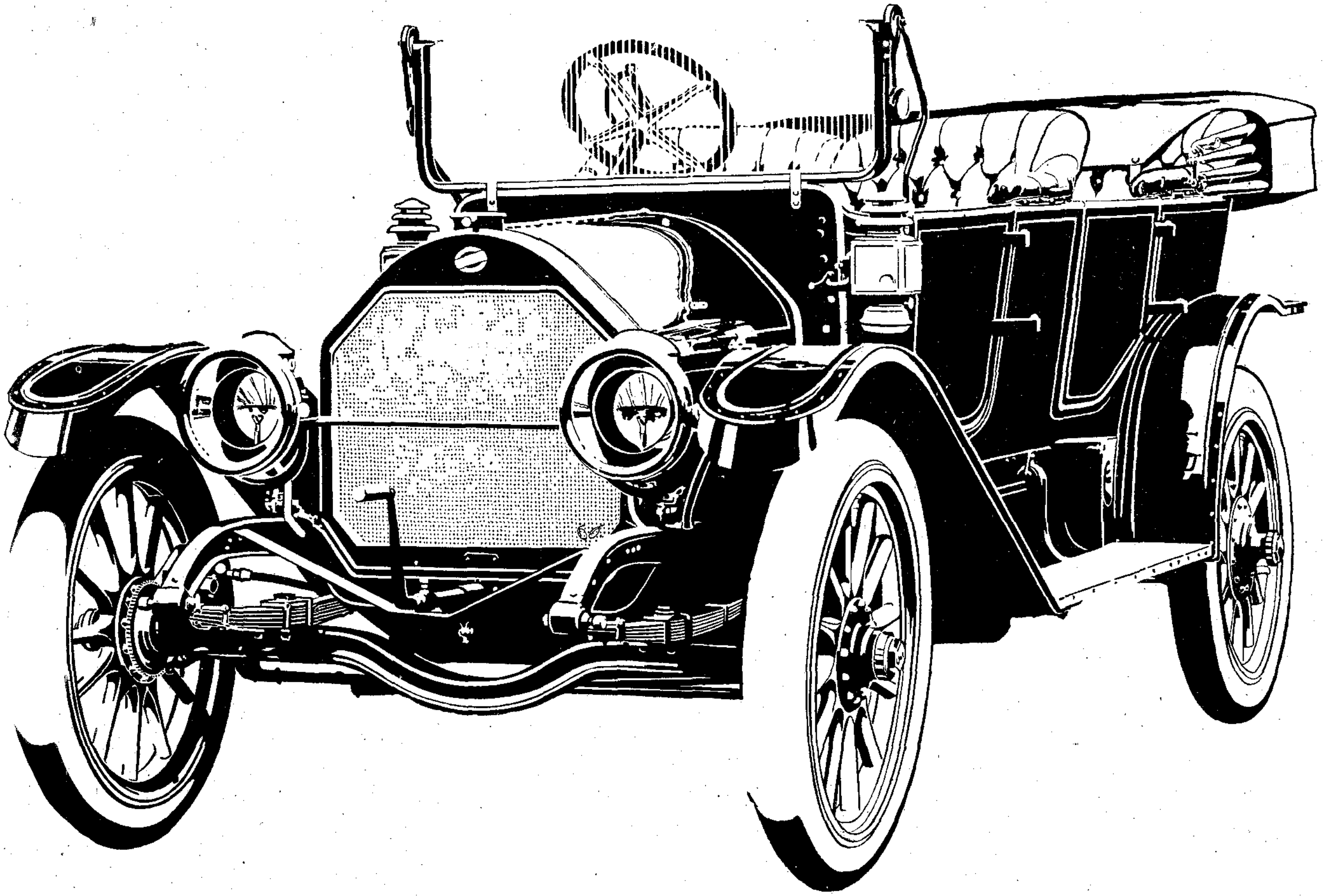
"Ohio has 89,000 miles of road. Of this 25,000 is improved highway. The percentage of improved highway, the total highway, is probably higher in Ohio than in any other State. Of the improved roads 10,000 miles are macadam and stone, 14,500 of gravel, and 500 of brick and concrete. There are 64,000 miles of dirt road in the State, most of which are unimproved, but which are passable in good weather. The money spent in Ohio up to October 1 during the year 1912 amounted to $1,122,060.

"Missouri is another State which spent a large amount of money last year in the construction of roads, about $3,000,000 being spent during 1912. There are 108,000 miles of road in this State, of which 4,750 are improved; 103,250 miles are dirt roads and are in good condition at favorable periods of the year. Of the improved roads the larger part are gravel, this type claiming about 3,500 miles, while the stone roads make up the remainder of 1,250 miles.

"Wisconsin has approximately 65,000 miles of highway. According to the United States Office of Public Roads there are 10,000 miles of these highways that have been improved, but the number is closer to 12,000. Most of the roads are dirt, but considerable work is being done along the line of macadam. Along the Fox River Valley experimental concrete roads have been constructed for the first time in Wisconsin.

"Not a few States are carrying on experimental work with a view of determining the best surface to withstand wear of both climate and traffic and at the same time to be moderately cheap. The State of Illinois, for example, built 61 miles of experimental roads of different types dur-

(*Continued on page* 844)



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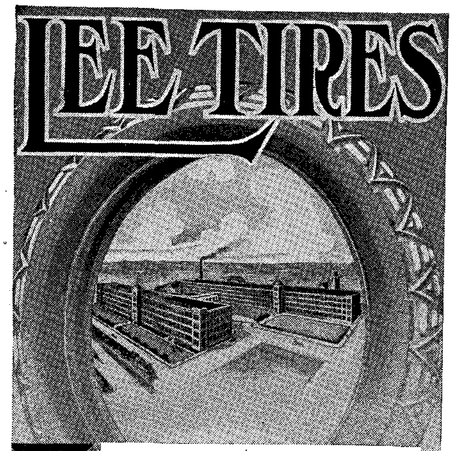

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and Booklet "L," which explains unique construction that assures greater mileage as well as freedom from punctures. One user reports an *average mileage of* 6026 *per tire on* 140 *tires*, without a single puncture or inner-tube replacement.

Distributors: 835 Seventh Ave., New York City; 1241 Michigan Ave., Chicago; 334 N. Broad St., Philadelphia; Grand and Lindell Blvds., St. Louis; 10 Park Square, Boston; 201 Wood St., Pittsburgh; 801 Main Street, Cincinnati; 605 E St., N. W., Washington, D. C.; 622 Third Ave., South, Minneapolis; 609 Cove St., Norfolk, Va.; 715 Commerce St., Fort Worth, Texas; Garden City, N. Y.

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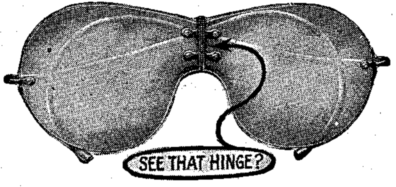
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Any Optician, Sporting Goods or Motor Supply House can equip you. If your dealer hasn't them, write to us. We will see that you get them. **Over 12,000 now in use.**

F. A. HARDY & CO.
Department D. **CHICAGO, ILL.**

MOTOR-CARS

(*Continued from page* 842)

ing the year 1912. Results from these are not yet obtainable, but are expected to be of great value in determining cost and advantages of roads of different type.

"The vast stretches of roads throughout this country are still of the dirt or earth type. These make excellent surfaces in good weather, and after a stretch of bad weather can be restored by dragging. Where the percentage of dirt road is greater compared to improved roads and macadam, asphalt, and other artificial surfaces, it will be noticed that the cost per mile of the road is materially less even where the dragging is thoroughly carried out and the dirt road kept in the best possible condition. The main disadvantage of this road is, of course, its tendency to rut wherever traffic is frequent. In the neighborhood of the larger cities and towns throughout the country it is necessary that some such hard artificial surface be used.

"It has always been stated that American road construction was devoted too much to the building of roads and not enough to the maintenance."

CHAUFFEURS OF THE BETTER CLASS

It has been shown again and again that class distinctions exist in every form of human society, whether we consider financial, social, or intellectual conditions. Even in the lower walks of life and among savages marked distinctions are found. It has now come about that among chauffeurs there are distinctions. Point has been given to this discovery by the formation in New York, by a number of drivers and mechanicians, of what is called the French Auto-Workers' Association, which has been critically described as "the aristocracy of chaufferdom." This association comprizes men who are employed by some of the wealthiest, or otherwise most prominent, car owners of the city. When all the chauffeurs who are eligible for membership have been enrolled in it the association will have a membership of not more than thirty-five or forty. Its origin dates from the garage of the Automobile Club of America, where a sort of clique had already been formed among chauffeurs employed on cars of French make. Membership in the association is not restricted to Frenchmen, however, altho a considerable number of members are of that race. The objects of the association are largely social. It is believed that benefits will result from the interchange of ideas and knowledge pertaining to foreign cars that will naturally take place. Permanent club rooms will be secured in some locality convenient to the garage of the Automobile Club.

The other social extreme among chauffeurs seems to be found in what has become known as the "garage loafer," a man who does not own or drive a car and never expects to have one, but who "likes to be identified with the gasoline fraternity," altho he does not want to work. His age runs from fifteen to about fifty; he commonly enters garages at the back door, is fond of seeing cars tested, and repairs made; is fertile in suggestions and converses without formalities with customers who drop in. The writer in *Motor World* continues:

"You have seen him around a few times and supposed he was some one whose car was being fixt; the first thing you know he is spending part of the time in front in the salesroom, spitting and dropping ashes on the floor and looking out at the people as they pass by. Later he takes to sitting in the driver's seat of your car—then back to the greater luxury of the tonneau. Perhaps by this time he has a friend or two with him and has made the floor covering in the tonneau look like the back door mat of an alley entrance. He is not blatantly offensive and oftentimes is well connected. You hesitate about ordering him out; perhaps you know his family; but after he has butted in once or twice you finally summon up courage enough to tell him to "Beat it!" You should have done it six months ago.

"Garage loafers of any age have no place in the automobile business. They are a menace and a nuisance. They are impossible! They should be swept out the back door at their first appearance, and if they persist in thrusting their obnoxious personalities on you further, the police should be invited to participate in the eliminating ceremonies."

AS TO THE OUTPUT OF ONE MAKE OF CAR

At a dinner in Detroit late in February, N. A. Hawkins gave an interesting talk, in which he set forth details as to what is meant by the making of 200,000 complete cars in twelve months—the output of a single maker in that city. Ten years ago this company was capitalized at $28,000 and had an annual business of only $200,000. It is "now the largest automobile factory in the world," having a capitalization of $30,000,000, and is selling each year about $200,000,000 worth of cars in all parts of the world. Other items in Mr. Hawkins's remarks are given below as reported in *The Automobile*:

"Profits are equivalent to maximum industrial earnings on a capitalization of $200,000,000, and on this basis could probably, before the twentieth anniversary, return the equivalent of this amount to its shareholders. The January sales of cars were nearly $9,000,000, or more than twice the gross receipts of the Grand Trunk railway system for the same month. In the last four months we did a business of nearly $30,000,000, and two of those four months were not very good ones.

"The company has all the elements of a successful enterprise. It manufactures a useful article; its company is properly organized; it is amply financed, entirely within itself, to successfully carry on its operations; its business policy is clear and well defined; its management is capable, tactful, and honest; its factory is well designed, fully equipped, and suitably located; its product is perfect in design and quality; its selling force is efficient, the largest of its kind in the world, and backed by plain, honest advertising, with complete service to owners.

"The company is an organization of all young men. Not an executive head has been added to a single department of the business in more than six years, during which period the output of cars and annual sales have nearly doubled each year. All this great business has been built up from an original cash capital of only $28,000 and without ever borrowing a dollar or issuing any paper. We used banks only as depositories to lock up money and earn interest, and this season in planning a production of 200,000 cars we never consulted with a banker.

"We are at present employing in our

(*Continued on page* 846)

The "40" That Won
World-Wide Prestige This Year

Here is the car which won the fight of the Forties, against 72 American rivals this year.

No other "40," in the history of Motordom, has offered so much for the money.

Hundreds of dealers, who know all cars, have conceded this fact. And so have experts from eleven foreign countries who have come to inspect this car.

The Critics' Car

The Michigan was built for the critical. And on both sides the Atlantic it has met the requirements of the most exacting buyers.

It has met their ideas of fine engineering. It has met their artistic requirements.

It has given them four forward speeds, vast overcapacity, oversize tires, left-side drive, electric equipment—the best that the best cars give.

It has given them 14-inch cushions, a 22-coated body, room and luxury. And the body designed by John A. Campbell, one of the two greatest body designers.

It has given all this at a price which no equal car, American or foreign, attempts to meet.

Built by Cameron

This Michigan "40" is built by W. H. Cameron, who has built 100,000 very successful cars. It is his greatest car, and the only car with which his name has been publicly connected.

It embodies the ideals of this great engineer—the up-to-date features, the best modern practice, the oversize and the overcapacity which the best engineers demand.

It is built under his supervision, in a model plant of enormous capacity, modernly equipped. It is the only car in which Cameron and Campbell ever combined their genius.

Go Compare It

Go see this car and compare it with others. Compare every specification. See for yourself if it has any rival under $1,950.

Then note that this car, completely equipped, is sold for $1,585. The best men in the line have failed to find an equal offer anywhere. See if you can find it.

Write today for our catalog and the name of your local dealer.

MICHIGAN MOTOR CAR COMPANY, Kalamazoo, Michigan

Owned by the Owners of the Michigan Buggy Company

Michigan "40"
$1,585
With All These Special Features

Four-forward-speed transmission, as used today in all the best foreign cars.

Oversize tires—35 x 4½ inches—making the Michigan practically the only excess-tired car in America.

Electric lights—with dynamo.

Center control.

Left side drive, to which all the best cars are coming.

40 to 46 horsepower.

Cylinders—4¼ x 5¼ inches.

Brakes—extra efficient—drums 16 x 2¼ inches.

Springs 2¼ inches wide—front, 37 inches long; rear, 50 inches long.

Steering post adjustable. So are clutch and brake pedals, insuring perfect comfort and fit to every driver.

Shortsville wheels, with 1¾-inch spokes—12 to each wheel.

Demountable rims—Firestone quick-detachable, with extra rim.

Wheel base—118 inches.

Straight-line body, designed by John A. Campbell, finished with 22 coats.

14-inch Turkish cushions—The deepest cushions, we believe, and the most comfortable in use on any car.

Rear seat 50 inches wide inside—22 inches deep. Doors 20 inches wide. Tonneau room 50 inches either way.

Nickel mountings.

Headlights—electric—12½ inches diameter, very powerful.

Sidelights—set in dash—flush with it.

Windshield built as part of body, easily inclined to any angle.

Mohair top, side curtains and envelope complete.

Electric horn.

$50 Jones Speedometer.

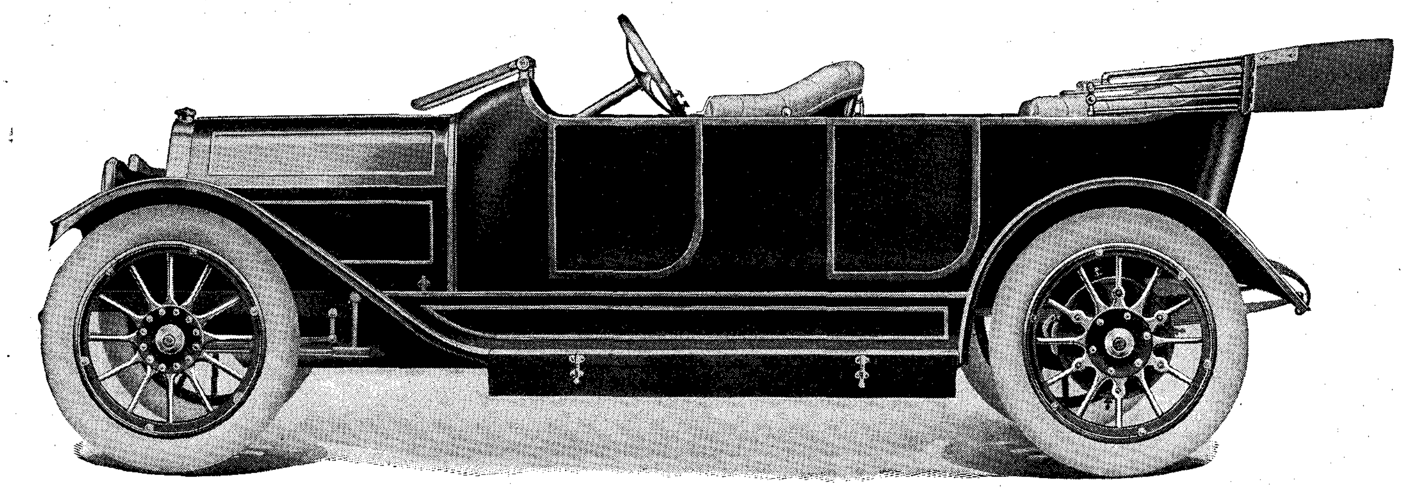
Foot rail, robe rail, rear tire irons, tool chest, with all tools, under running boards.

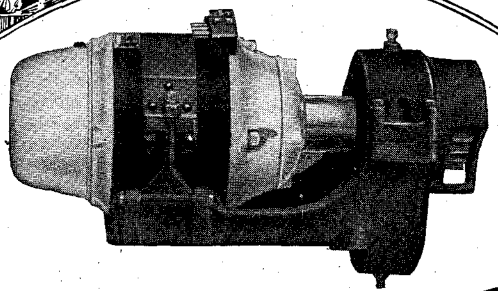
Overcapacity. Every driving part made sufficient for a 60 horsepower motor.

Self-Starter

There is such a difference of opinion about the relative merits of the various types of self-starters that we have not adopted any one type as regular equipment. We prefer to leave this selection to the buyer.

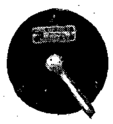
However, we equip with either the gas starter or a positively efficient electric starter, at a very moderate extra price. (168)





NORTH EAST MOTOR GENERATOR

NORTH EAST
LOCK SWITCH



NORTH EAST
STARTING SWITCH

The Noiseless
NORTH EAST
Electric Starting and Lighting System
Combines Simplicity, Efficiency and Economy

SIMPLICITY—because there is nothing complicated to get out of order: merely a single machine—a motor-generator all in one—comprising a simple armature with one winding and one commutator, such as is familiar to every amateur electrician, and an automatic gear device to change from motor to generator with the starting of the engine. Has fewer parts than any other system, is entirely free from contact troubles, and cannot be disarranged from the driver's seat.

EFFICIENCY—because it has more power per unit of weight than any other electric starter, and will turn over the largest engines used in automobiles, starting them under the most adverse climatic conditions, and with the least current consumption from the battery.

ECONOMY—because there is no expense for upkeep or repairs. And because low current consumption means longer life for the battery.

The North East System cannot be installed on cars now in use. You can secure its advantages, however, by specifying

A NORTH EAST SYSTEM
FOR YOUR NEW CAR

The North East Electric Company
37 Whitney St., Rochester, N. Y.

"Lundstrom"
IT GROWS WITH YOUR LIBRARY
SECTIONAL BOOKCASE

Solid Oak
$1.75 AND UP
PER SECTION

Endorsed "The Best" by Over 50,000 Users

Made under our own patents, in our own factory, and the entire production sold direct to the home and office. In buying direct from factory **you save at least 30 per cent.** and are always sure of obtaining new and not shopworn articles. You can buy any number of sections to start—as few or as many as desired—and add sections from time to time; thus your bookcase grows with your library. The Lundstrom Sectional Bookcases have no metal bands, nor any of the objectionable features of other makes. They have non-binding, disappearing glass doors, and are made in several different styles, and in grades from Plain Oak to Genuine Mahogany. Write for our new catalog No. 23.

THE C. J. LUNDSTROM MFG. CO., Little Falls, N. Y.
Manufacturers of Sectional Bookcases and Filing Cabinets
Branch Office: Flatiron Building, New York City

On Approval—Freight Paid

MOTOR-CARS

(*Continued from page* 844)

factories and at our branch houses 18,061 men, and all day-workers, not a piece-worker in the plants, and disbursing monthly about $700,000 for pay-rolls. Every day, except Saturday, is pay-day, and our average runs between $30,000 and $35,000 daily.

"Our factory, which now covers practically 65 acres, is about as complete and up-to-the-minute as modern architecture and latest machinery and labor-saving appliances can make it.

"Our going inventories of raw materials, parts, accessories, etc., are running along now at an average of about $7,000,000, and, mind you, every car that we build each day is shipped the same day, so none of this amount is for finished cars. Our total net assets are close to $25,000,000.

"June 24 last a schedule of manufacturing our 1913 output was decided upon. To handle this production we require 1,000,000 lamps, 800,000 wheels, 800,000 tires, 90,000 tons of steel, the hides of 400,000 cattle to furnish the leather for upholstering the bodies, the hair or bristles from 6,000,000 hogs to stuff into the upholstering, 12,000,000 hickory billets for wheel spokes, nearly 2,000,000 square feet of glass for the windshields, 750,000 pounds of soft soap, 15,000 tons of molding sand to make our castings, 2,000,000 cubic feet of gas per day for heat-treating, etc.

"January 13 last we built and shipped 1,336 finished model T's—a business for one day amounting to nearly $700,000 and requiring more than 200 freight-cars to handle the shipments, or five full train loads of more than forty cars to the train.

"On the basis of the mileage from Detroit to New York City—if we had delivered this day's output to our New York branch by driving the cars overland, we would have had a procession of model T's—just a half a mile apart—and when the first car was coming into New York the last one would be leaving the factory.

"During January we built and shipped 17,601 finished cars—a net volume in dollars and cents of nearly $9,000,000—more cars than we built and shipped during the first five months of last season. By the end of February the close of our first five months for 1913—we will have shipped more than 56,000 cars as against 17,555 for the same period a year ago.

"In spite of our increased facilities for producing, our daily orders are in excess of our daily output as evidenced by the fact that in spite of all the great shipments we have made we still have on file for immediate attention 38,326 orders or a sufficient quantity to take us through to April 10, at the rate of 1,000 cars a day.

"Our traffic manager recently advised that we would require 35,000 freight-cars to move our 1913 output.

"According to our output this season and according to the most authentic estimates of other car-makers, we will produce every other car that is built in this country during 1913.

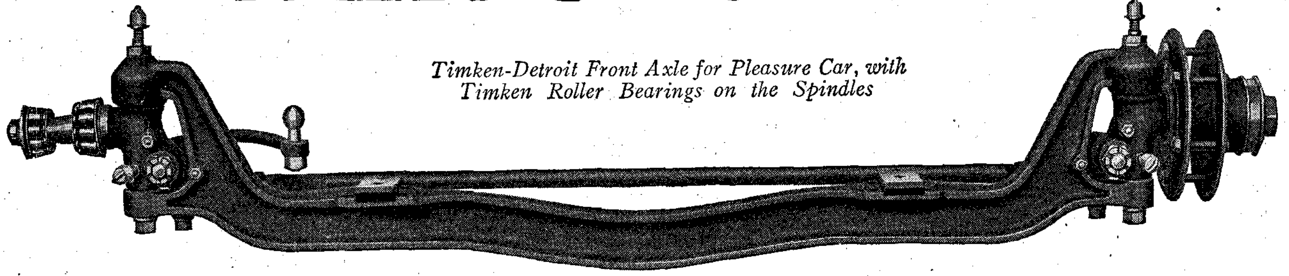
"One day last week we gave one tire concern our check for a little less than $2,000,000, and every other single part that goes into the construction of our cars bears a similar comparison to the completed job—from cotter-pins and lamps to springs and tops—so that you can get some idea of quantity production.

"By September 30 we hope to have at least 400,000 satisfied users voicing our sentiments. Four hundred thousand owners means 400,000 voters for good roads, because most owners are their own drivers —and when good roads are linked up all

(*Continued on page* 848)

TIMKEN

AXLES & BEARINGS



Timken-Detroit Front Axle for Pleasure Car, with Timken Roller Bearings on the Spindles

Unseen Wonders of Motor-Car Axles

THEY are not complicated, yet each Timken-Detroit Axle is a mechanical marvel. In the two axles shown on this page there are 848 pieces, counting each Timken Roller Bearing as one. Of these 848 pieces, 723 are in the rear axle.

Every part in these axles has a duty to perform. Every part must be correctly designed for that duty.

It is one thing to make these hundreds of pieces of metal right. It is another—and just as essential—to prove them right after they are made.

Both are equally important to your satisfaction—and to your safety.

You must be able to put your reliance on the steel—on the skill with which it is fashioned into the axle-parts—on the proper heat-treating of these parts—on the unerring, unchanging accuracy with which they are assembled—on the unfailing thoroughness with which they are tested.

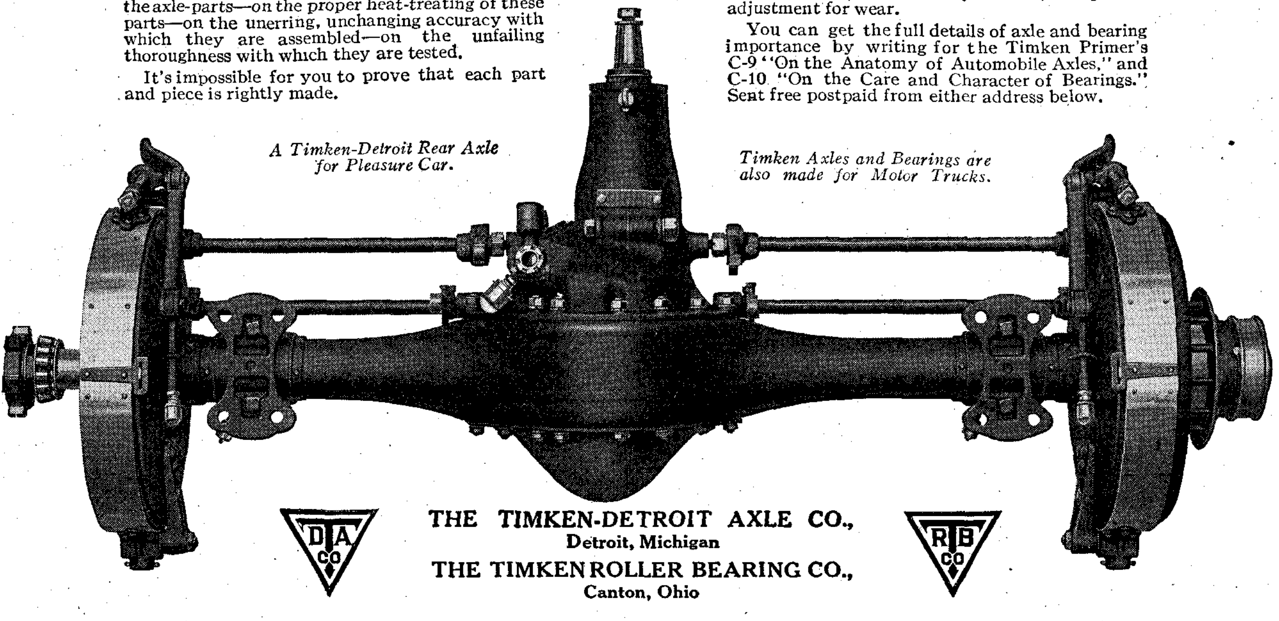
It's impossible for you to prove that each part and piece is rightly made.

But you can prove that it has been made by men whom you can trust—if it's a Timken-Detroit Axle.

"Timken" stands for an organization devoted wholly to one ideal—the building of good motor-car axles.

And "Timken" stands also for another organization, whose product is the Timken Tapered Roller Bearing—the one type of motor-car bearing that combines greatest capacity for vertical load, and for end-thrust; least tendency to wear, and perfect adjustment for wear.

You can get the full details of axle and bearing importance by writing for the Timken Primer's C-9 "On the Anatomy of Automobile Axles," and C-10 "On the Care and Character of Bearings." Sent free postpaid from either address below.



A Timken-Detroit Rear Axle for Pleasure Car.

Timken Axles and Bearings are also made for Motor Trucks.

D A CO

THE TIMKEN-DETROIT AXLE CO.,
Detroit, Michigan

THE TIMKEN ROLLER BEARING CO.,
Canton, Ohio

R B CO

VENUS
Perfect Pencils

Convince yourself of
VENUS Pencil Superiority.
Write for
FREE SAMPLE
Ask for Soft, Medium or Hard
VENUS Write Smoothest—
Wear Longest—Erase Cleanest
17 Black Degrees and 2 Copying
Write—

American Lead Pencil Co.
223 Fifth Ave., New York

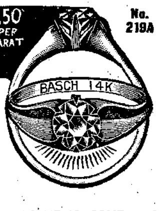
No. 218A

Genuine Perfect Cut DIAMONDS

BASCH

Legally Guaranteed Direct from the IMPORTER $97.50 PER CARAT

No. 219A



This Astonishing Low Price due to importing direct from the Diamond Cutters TO YOU; to the enormous volume of our business reaching every community, making a small profit sufficient; to low mail-expenses, NO losses! Every diamond guaranteed genuine, perfect cut, brilliant!

We Send You any Diamond You Wish to Examine to your own city, express office or bank, without cost to you or obligating you to purchase. No payment in advance required. SEE (at our expense) before you decide to *buy!*

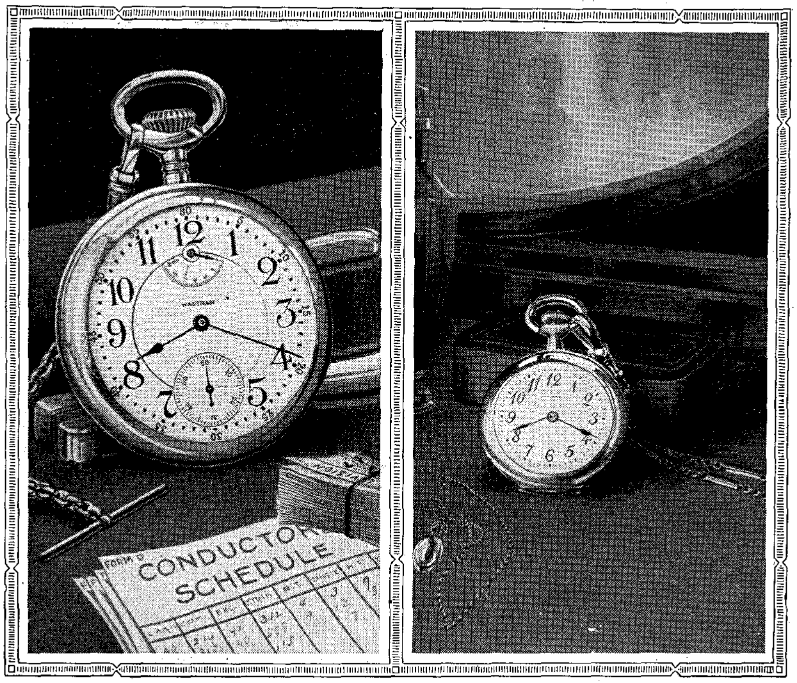
We Legally GUARANTEE to Refund the Full Price IN CASH, less 10%, any time within 2 years; and allow you the full price, *in exchange* at any time! We certify in writing the *carat weight,* quality and value of every diamond! Our wonderful written Guarantee is protection against disappointment or loss—it's INVESTMENT INSURANCE!

14K SOLITAIRE RINGS
complete with
⅛ Carat Diamond $12 00
¼ Carat Diamond $21.25
½ Carat Diamond $48.75
¾ Carat Diamond $71.25
1 Carat Diamond $101.25

14K MEN'S SOLITAIRES
complete with
¼ Carat Diamond $23.00
½ Carat Diamond $50.50
¾ Carat Diamond $73.00
1 Carat Diamond $103.00
1½ C'r't Diamond $151.75

104-Page De Luxe BASCH DIAMOND BOOK FREE To *YOU!* 6 color ART COVER (worth framing), thousands of illustrations: *Diamond, Platinum, Gold and Silver Jewelry in the latest fashions; Watches, Silverware, Cut Glass, etc.* This beautiful, costly book (Free) tells you how to judge diamond values, how to buy diamonds intelligently. Write NOW!

L. BASCH & CO., *Diamond Importers,* **Dept. A.235, S. State Street, CHICAGO, ILLINOIS**



At both extremes of size
and in between

Waltham Watches
have the supreme instrumental excellence

The watch on the left is the Waltham "Vanguard", the most widely used railroad watch in the world. In every country you will find trains running, and running promptly on Vanguard time. But we do not consider this the height of Waltham achievement, for the reason that large size watches such as railroad men use are not particularly difficult to manufacture.

A more severe test of watch-making occurs in the thinner and smaller models such as the lady's watch pictured above, the movement having the same diameter as a nickel 5-cent piece. It is our sincere opinion that Waltham offers the first ladies' watches which can really be considered as serious dependable timepieces.

Most ladies' watches are made to be worn in the bureau drawer; Walthams are designed for actual use and accurate use at that.

Ask your jeweler to show you a Waltham Riverside model. It is worth a hundred "toy watches".

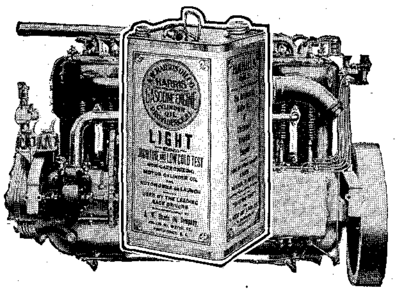
Riverside Watches are described and illustrated in a booklet, sent free upon request. Please mention "The Riverside Family."

WALTHAM WATCH COMPANY, Waltham, Mass.

IT COSTS MUCH LESS TO OPERATE YOUR CAR

If you use the *best* oils, because the frictional surfaces are protected from wear. You get more speed and power with less energy. Repair and cleaning bills are minimized.

HARRIS
TRADE MARK-REG.U.S.PAT.OFF.
OILS
America's Leading Lubricants



Made of Pennsylvania Premium Stock. Over 26 years of experience back of them. A little goes a long way and every drop counts. Prove the statement. Try HARRIS OILS.

If your dealer does not sell Harris Oils, send 80 cents for (1 gal. can) or $3.75 for (5 gal. can) and we will ship same prepaid.

A. W. HARRIS OIL COMPANY
326 S. Water St., PROVIDENCE, R. I. 146 No. Wabash Ave., CHICAGO, ILL.

MOTOR-CARS

(*Continued from page* 846)

over the country, I hate to think about our annual production to supply the demand for these individual transportation lines."

AROUND THE WORLD BY MOTOR

Melvin A. Hall and his mother recently completed a twenty-months' motor tour in Europe, Asia, and America, by which, combined with ocean travel, they have gone around the world. Mr. Hall's father was with them for a considerable part of the time—about seven out of the twenty months. Their motor mileage was 40,000. The great amount of mileage is explained by the fact that many side trips were taken. For example, in Java, about 2,000 miles were covered, altho the island is less than 700 miles long and in width is narrow. Mr. Hall's account of the trip is printed in *Motor*, from which the following descriptive notes and an illustration on another page are taken:

"The way the trip began was this: my mother, my father, and myself went abroad in June, 1911, just to wander through England around Coronation time, and perhaps take a run on the Continent, maybe a little outside the usual run of the 'Grand Tour,' and then return to this country. In England, however, it was suggested that it might be a nice trip to go to Delhi for the durbar, and that appealed strongly to all of us. It was not until several months later that this portion of the tour was undertaken.

"First of all, after the English and Welsh part of the journey was finished the car was shipped across to France. We motored through France and Belgium and then into Holland and Germany. A side trip up into Denmark followed that, and then there came a return into Germany. From that empire we made a run into those parts of Switzerland that are not closed to the automobilist, and after a trip over into Austria, we returned into Switzerland. Next we went down into Northern Italy and Austria, and followed that by a jaunt into Hungary, and then journeyed into some countries where the average traveler doesn't go.

"We negotiated the rough roads along the Adriatic through the wild scenery of Istria, Croatia, Dalmatia, Bosnia, Herzegovina, Montenegro, and Albania and the Balkan states that since have been the scene of the bursting of that well-known and familiar war-cloud that has been perennially hanging over them as long as any of us can remember. We tried to go on to Constantinople, but the roads were not open or good enough. I think they will be when the war is over. To sum up our European experiences, every country in Europe save Norway, Sweden, Portugal, and Russia, was visited.

"Thus far it has been nothing out of the ordinary, save that there was no direct running through any country, but zigzagging along the roads that seemed most attractive. From Albania we returned into Hungary again, and so into Bavaria and Bohemia, then to France and down into Spain. A run along the Riviera to Southern Italy completed the European section of the jaunt. Practically every mountain pass, forty-seven in all, in the Swiss, Austrian, and Italian Alps, the Tyrol, the Dolomites, and the Pyrenees, was traversed.

"We sailed for Bombay from Naples, to take up the Indian end of the journey. The durbar at Delhi, whither we went at once, was the particular feature that interested us most for the time being, but later we ran up to Peshawur, beyond which into Afghanistan no white man ever goes, and where, of course, automobiling 'isn't done.' Then we continued across the Rajputana desert, tracking first through a bullock trail, rough and just about wide enough for the tread of the automobile. Further along, this disappeared, and it was necessary to proceed by guesswork. One of our pictures shows the car being forced through a sand dune that had piled up directly on the route. The dune had to be cut through wide enough to let the machine get by, and then in the very soft going ahead of it camel-thorn grass was put down, so as to give something for the tires to run over. One day's motoring under such conditions was only fourteen miles.

"The motoring roads in India are trunk lines, stretching straightaway across the country along the lines of the compass and far from bad roads. In the rainy season no one can travel, and in the dry season it is easy to lose the direct road. This is because the places where the torrents run in the rainy season dry out so that the road goes right up to the edge of a ditch, and the only thing to do is to start straight across and depend on picking it up on the other side. Where there is a railroad line that runs near the road, not infrequently these wide gullies are crossed by means of planking laid over the ties, so that the car can run across the railway arch.

"Motoring in India isn't any solitary performance, as one might imagine. The trunk roads are crowded day and night with pedestrians, bullock trains, wagons, and what not. This is traffic driving with a vengeance and requires caution at all times.

"Whenever nightfall found us far from a hotel, there were always the rest-houses to fall back on. The charge for these places, which are designed primarily for the use of officials on their travels, is small. They are open to travelers in general when not otherwise occupied, and food can be had, always at low rates. Traveling in India is not expensive, except perhaps as regards the effect of the great heat on the tires of the car. Tires do not stand up well in a hot climate.

"After crossing the Rajputana desert, we motored clear up to Tibet, another forbidden country, which we could not attempt by automobile, and then ran down into southern India, whence we shipped the car to Ceylon.

"The conditions in the countries visited from then on until we got into the very Far East are bound to be surprizing to those who have no idea of the good roads that are to be found in almost all other countries except our own United States. In Ceylon and Burma and all through the Malay States, from Penang to Singapore, we found roads that were excellent, of good surface and well kept up. Of course, in some places the highways were not as smooth as table-tops.

"In Java we found many miles of splendid roads, and put 2,000 miles of touring to our credit. If we went into a place and were told that there was a road that led perhaps fifty miles but didn't go anywhere and wasn't particularly interesting in point of scenery, that didn't deter us. We took it anyway, and frequently were well rewarded for our trip. Sometimes, of course, it wasn't interesting, and we might have to back down half the way that we came up before we could find a place to turn around in.

"It was after Java that we transshipped to Sumatra, where seventeen days of rain and a great many discomforts awaited us. The roads were so heavy that the car was frequently mired. The first time this condition was found, it meant a walk of six miles to a rest-house to find shelter for the night. I offered some natives there

For You
or
For Friction?

Friction steals mileage that belongs to you. In time its constant rub—rub—rub wears out every motor.

The time depends on the lubrication.

Every year hundreds of thousands of automobiles go over the road—lubricated—yes—but lubricated badly. Generally these motorists will say that their cars "seem to be working all right." But unnecessary friction is at work.

Its common results are:

(1) Undue loss of power.
(2) Unnecessary repair troubles.
(3) An excess consumption of fuel.
(4) An excess consumption of lubricating oil.

These losses are traceable to one common cause—careless and improper lubrication.

Any oil will lubricate to an extent. So will lard. But a lubricating oil, to have efficient lubricating qualities, must both wear well in use, and furnish proper protection under the heat of service.

Such oils are rare.

Given an oil with these qualities, (and remember they are rare), you must next make sure that the oil's "body," or thickness, meets the feed requirements of your motor.

Motors and feed systems differ widely. The oil suited to one motor will often be entirely too light or too heavy for another.

The problem presented is both serious and complex.

To establish a sound guide to correct automobile lubrication, we have taken a step of the utmost importance to the motorist.

We have done what *had* to be done. Each year we carefully analyze the motor of each make of automobile.

Based on this motor analysis and on practical experience, we have specified in a lubricating chart (printed in part on the right) the correct grade of Gargoyle Mobiloil for each make of automobile.

The superior efficiency of these oils has been thoroughly proven by practical tests.

If you use oil of less-correct "body," or of lower lubricating qualities, than that specified for your car, sooner or later your motor must pay the consequences. Unnecessary friction must result. Ultimate serious damage will follow.

A booklet, containing our complete lubricating chart and points on lubrication, will be mailed on request.

These are the facts.

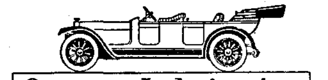
Your lubrication will determine the life of your car. It remains for you to decide on your lubricant for the coming season.

GARGOYLE
Mobiloil
A grade for each type of motor

The various grades, refined and filtered to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "D"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

In buying Gargoyle Mobiloils from dealers it is safest to purchase a full barrel, half-barrel or sealed five-gallon, or one-gallon can. ***Make certain that the name and our red Gargoyle appear on the container***



Correct Lubrication

SMOOTHEST OPERATION | MOST POWER | FEWEST REPAIRS | LONGEST LIFE

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example: "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1909		1910		1911		1912		1913	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Apperson	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	E	A	Arc.	A	Arc.	....	....
Avery	....	....	A	E	A	E	A	A	A	A
Benz	A	A	A	A	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	A	A
" (4 cyl.)	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (1 cyl.)	B	A	....	....	....	....	....	....	....	....
" (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	A	A	E	A	E	A	E	A	E
" Com'l.	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
Case	....	....	....	....	A	A	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Chase	B	B	B	B	B	B	B	B	B	B
Cole	....	....	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Columbia	A	E	E	E	A	A	A	A	....	....
" "Knight"	....	....	....	....	....	....	A	A	A	A
Couple Gear	A	A	A	A	A	A	A	Arc.	A	Arc.
Daimler	A	E	A	E	A	E	A	A	A	A
" "Knight"	....	....	....	....	A	A	A	A	A	A
Darracq	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
De Dion	B	A	B	E	B	A	B	A	B	A
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
Elmore	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Fiat	B	A	A	A	B	A	A	A	B	A
Flanders	....	....	E	E	E	E	Arc.	Arc.	....	....
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
Ford	E	E	A	Arc.	E	E	E	E	E	E
Franklin	B	E	B	Arc.	A	Arc.	A	Arc.	A	Arc.
" Com'l.	B	A	B	A	B	A	A	Arc.	A	Arc.
G. M. C.	....	....	....	....	....	....	Arc.	Arc.	A	Arc.
Gramm	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
Gramm-Logan	A	Arc.	A	Arc.	....	....	....	....	....	....
Herreshoff	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hewitt (2 cyl.)	A	A	A	A	A	Arc.	....	....	....	....
" (4 cyl.)	A	E	A	E	A	Arc.	E	E	E	E
Hudson	....	....	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" "32"	....	....	....	....	....	....	....	....	A	Arc.
I. H. C. (air)	....	....	....	....	....	....	....	....	B	A
" (water)	....	....	....	....	....	....	....	....	A	A
International	B	A	B	A	B	B	B	A	....	....
Interstate	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Isotta	A	A	A	A	A	A	A	A	A	A
Itala	A	A	A	A	A	A	A	A	A	A
Jackson (2 cyl.)	A	A	A	A	....	....	....	....	....	....
" (4 cyl.)	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kelly	....	....	....	....	Arc.	Arc.	Arc.	Arc.	....	....
Kelly Springfield	....	....	....	....	....	....	....	....	Arc.	Arc.
Kissel-Kar	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
" " Com'l.	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kline Kar	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	....	....	A	A	A	A	A	A	A	A
Lancia	B	A	B	A	B	Arc.	B	Arc.	B	Arc.
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mack	A	E	A	E	A	E	E	E	E	E
Marion	A	E	A	E	A	E	A	Arc.	A	Arc.
Marmon	Arc.	Arc.	A	E	A	Arc.	A	Arc.	A	Arc.
Matheson	Arc.	Arc.	Arc.	Arc.	A	A	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	E	E	....	....
" (4 cyl.)	E	E	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
Mercedes	A	E	A	E	A	E	A	E	A	E
" "Knight"	....	....	....	....	A	A	A	A	A	A
Mercer	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Michigan	....	....	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Minerva "Knight"	....	....	....	....	A	A	A	A	A	A
Mitchell	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Moon	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
National	A	Arc.	A	A	A	A	A	A	A	A
Oakland	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Oldsmobile	A	E	A	E	A	Arc.	A	Arc.	Arc.	Arc.
Overland	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Paige Detroit	....	....	E	E	A	Arc.	A	E	A	E
Panhard	A	E	A	E	A	E	A	Arc.	A	Arc.
" "Knight"	....	....	....	....	A	A	A	A	A	A
Pathfinder	....	....	....	....	....	....	....	....	A	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" " Com'l.	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pullman	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Rambler	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.
Rapid	A	A	A	A	A	Arc.	Arc.	Arc.	....	....
Rayfield	....	....	....	....	....	....	A	A	A	A
Regal	A	E	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
S. G. V.	....	....	....	....	B	Arc.	B	Arc.	B	Arc.
Selden	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
Service	....	....	....	....	A	A	A	Arc.	A	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" "Mead"	....	....	....	....	....	....	....	....	A	Arc.
Stanley	D	D	D	D	D	D	D	D	D	D
Stearns	A	A	Arc.	Arc.	A	Arc.	A	Arc.	....	....
" "Knight"	....	....	....	....	....	....	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	E	E	Arc.	Arc.	A	A	A	A	A	A
" " "Knight"	....	....	....	....	....	....	A	A	A	A
Studebaker	A	E	E	E	A	Arc.	Arc.	Arc.	A	Arc.
Stutz	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Thomas	E	E	E	E	E	E	A	E	....	....
Walter	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Warren Detroit	....	....	Arc.	Arc.	A	A	A	A	A	Arc.
White (Gas)	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Steam)	D	D	D	D	D	D	D	D	D	D
Winton	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

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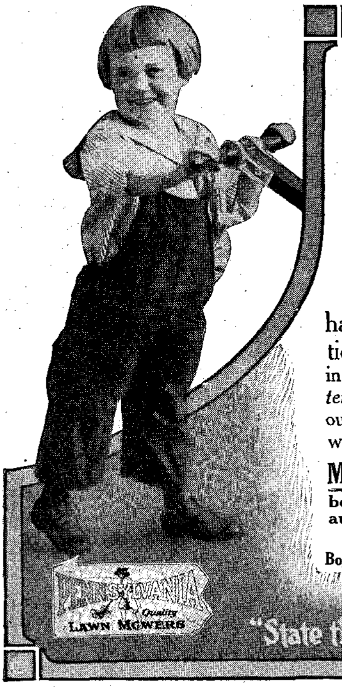

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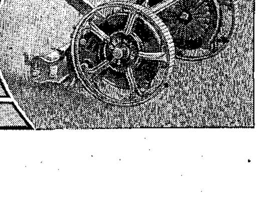


a liberal sum if they would walk back to the car and stay with it overnight, to see that nothing was stolen from it. Altho the weather discomfort meant nothing to them, they were afraid of tigers, and wouldn't go back there, even to sleep in a machine on cushions that would have meant luxury to them.

"There wasn't a deal of motoring in Singapore and in Cochin-China. Tho there were some good roads, as would be natural in a place under French rule, they didn't lead anywhere much. That is to say, there were fine stretches of eighty or ninety miles that struck out from the towns, but they ended abruptly at nowhere, and we had to retrace our steps, so to speak. This was much the same condition that we found later on in Shanghai, where there were roads, but not any that aided in a continuous journey in any one direction.

"After Cochin-China we took the steamer to Hongkong, where there was little if any automobiling. China, as a country for touring, doesn't exist on the motoring map.

"From Hongkong we went to the Philippines. There we were fortunate enough to encounter the head of the Department of Public Works, who was setting out on an inspection of the roads of the entire arhcipelago. Here was an opportunity not given to many automobilists to see and try all the roads. It would be an impossibility for a man arriving at any other time to do this.

"A coast-guard boat was fitted up, so that the car was carried on a platform in front, and each island of the archipelago was visited in turn. We motored over 2,000 miles of roads in the Philippines, visiting some islands where there were only a few miles of highway all told. On one of them, for instance, there were only five miles of road, so that it was just a case of motoring in and turning around and motoring right out again.

"The roads in the Philippines, in addition to being set in wonderfully beautiful scenery, are of the finest description. They are well built, smooth, and hard, and, what is more, they are being maintained under a system that insures their being always in the finest condition. For every kilometer of road surface there are fifteen depositories where road-repairing material is stored. There is one man on every kilometer of roadway who is charged with the inspection and repair of the surface, and the moment the least break shows he immediately patches it.

"After the inspection trip, a return was made to Manila, and we did a deal of touring around the island of Luzon. Crossing some small streams that had to be forded on the way up, we returned to find them slightly higher because of rains that had fallen in the interval. We didn't know that they were higher, however, until we ran into one and had our motor stall when the water rose over it. A crowd of coolies working near by was enlisted, and that had to be done in a hurry, because the bottom was a species of quicksand, and the car might well have sunk too far. The coolies weren't quite up to the work, so a water buffalo that was in a field close by was caught and roped to the machine, and then, with buffalo and coolies all pulling, the car came out with a great rush.

"Some of the streams that were much wider and deeper had to be crossed on rafts. These, made of bamboo, are up to the weight of the average wagon all right, but an automobile's tonnage was rather too much for them. So it was necessary to get a great crowd of coolies around to help support the weight of the car by holding on to the edges of the raft and lifting the car up.

"There were some interesting things seen in the two months that were devoted to motoring in the Philippines, and we came away much imprest by the excellent work that the Government is doing to build and maintain a fine system of road-ways. In some cases, these are new surfaces laid over the foundation of well-built roads installed during the Spanish occupation.

"From the Philippines we returned to Shanghai, where there was not a great deal of automobiling to be done, as has been explained before. From Shanghai we journeyed over to Japan. The roads of the island empire are extremely narrow, and the houses encroach so on the highway that in some cases we had to keep the top always folded, and even had to remove it and the windshield in order to get through. The turns are all at right angles, and that necessitates a lot of reversing and twisting in order to get around some of the corners; the more so since occasionally there is found a clump of telegraph poles directly in the way.

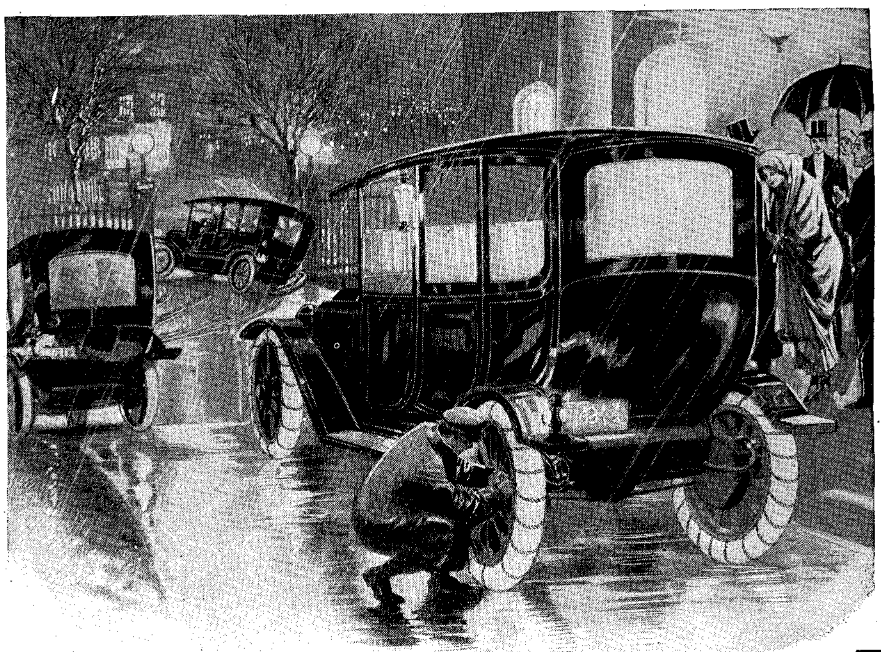
"The Japanese roads, altho narrow, are good, having hard surfaces and being well kept up; altho occasionally rough. But the average may be said to be very good.

"Japan is the first country in which we were troubled by the size of the car. Our big Packard four seemed ridiculously big for this miniature empire. The country is fascinating, the accommodations good and the people obliging. The scenery is interesting and lovely. The roads, as has been said before, are mostly good, but the lack of bridges over the big rivers, the precarious condition of those over the innumerable small ones, the almost impassable corners and narrow places in the villages, the hordes of children, continuous meetings with frightened horses and more frightened drivers on built-up roads too narrow to pass on, and countless other delays and difficulties make motoring here rather a gamble and succession of risks."

L. B. Spencer contributes to *Motor Age* another article on the trip made by the Halls. He says that for the most part the car had to dispense with garages, many countries having none. Something like 5,000 gallons of gasoline were consumed and 118 tires used. Melvin Hall is about twenty-four years old. The party witnessed the coronation of George V., the Durbar at Delhi, and the funeral of the Emperor of Japan.

NEGLECT OF THE OLD NATIONAL ROAD

An enterprise of Jefferson's Administration which ranked in its day as to popular interest with the purchase of Louisiana—if, indeed, it did not exceed that enterprise now so much more famous—was the building and construction of what is known as the Old National Road, or the Cumberland Road. The aim of the projectors of this road was to secure a short and practical route from Cumberland, the head of navigation on the Potomac, to Wheeling on the Ohio, and thence to the Mississippi at St. Louis. The road was entirely completed from Cumberland to Wheeling only, but a large amount of work was eventually done on extensions further west. Robert Bruce, in *Motor*, remarks how the road " has fallen far short of the early expectations formed of it." The fault, however, lies not with the original survey, nor with the failure of the work actually done, but with the Government itself, which lost interest and ceased to exercise supervision over the road. In other words, the original purpose was not completely carried out. Mr. Bruce gives interesting facts as to the history and present condition of the road and elsewhere will be found a map of the road and a pic-



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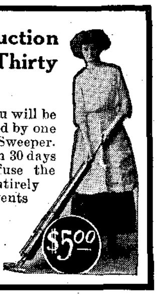

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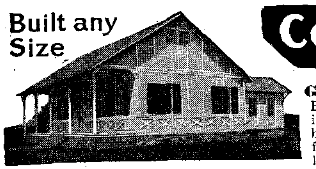

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ture showing its bad condition in one place—all taken for *Motor*:

"Construction (supported by appropriations made as needed), followed as soon as practicable, but was nearly stopt by the war of 1812. Work was resumed on a larger scale in 1816, and continued, despite some interruptions, through western Maryland, southwestern Pennsylvania, and across a corner of what is now upper West Virginia (then Virginia), to the Ohio River, so that it was opened to Wheeling in 1818, having been built that far during the administrations of Jefferson, Madison, and Monroe.

"The original statute under which construction had been carried to the Ohio River provided for nothing west of Wheeling; but so great use was made of the completed portion, and so insistent became the demand for its extension, especially across central Ohio and Indiana, that on May 15, 1820, Congress appropriated $10,000 for a new survey from Wheeling to the Mississippi River opposite St. Louis—the act calling specifically for a 'straight line,' eighty feet wide.

"The cost of repairs on the completed portions had been greatly underestimated, and one by one the States of Ohio, Maryland, Virginia, and Pennsylvania accepted (in the order named), the offer of Congress to take over and maintain that part of the road within their borders.

"Except for short pieces of road in National Cemeteries, Army Posts, National Parks, and the like, the Federal Government then gave up all highway construction, and has never resumed it on this continent. The final appropriation was on June 17, 1844, when a supplementary bill was passed carrying $1,359.81 for 'arrearages,' and the accounts for the Old National Road were closed after a total expenditure of $6,824,919.33—a large sum in those days, but without question, for every dollar spent in the building and maintenance of this road, ten dollars were added to the wealth of the territory traversed, and thereby to the nation.

"But no other highway in America was ever built so straight for such long distances or is now so free from steep grades or dangerous curves. 'Riding by night,' says a Pittsburg motorist, 'the polar star hangs persistently in the same general direction mile after mile; sometimes four or five ascents and descents can be seen ahead or behind, but usually all in a straight line,' the accuracy of which any other motorist can easily prove. While the Indian trails and Braddock's Road followed the lines of least resistance, the National Turnpike leveled the hills and filled up the valleys, in that way crossing Braddock's Road several times between Cumberland and Uniontown. Road engineers find its location to-day practically beyond criticism throughout. The bridges were all of stone, except for the old covered wood bridge across the Monongahela at Brownsville, Pa., which was built by private enterprise and not by the Government. Many of the old signboards are still standing, tho the letters and figures cut in the stone are growing dim from the long exposure. While the surface of the road has been worn away in many sections, the foundation work is unusually good. There were always many water-bars on the National Road, but they are growing less.

"Taking up present conditions on different sections of this great natural thoroughfare between the East and the West, we find the worst obstacles of all between Hagerstown and Cumberland in Maryland, which is particularly unfortunate, because it handicaps tourist travel desirous of reaching points on the old road from either the east or the south. Competent observers state that parts of this stretch are in worse condition than they were five years ago, which is certainly not complimentary to Maryland.

"That part of the old Turnpike in Pennsylvania is not only in better condition now than the Maryland end, but it is already faring better in the way of improvements; several stretches have lately been resurfaced, and it is the expectation of State Highway Commissioner E. M. Biglow, to carry the work along as rapidly as possible to the West Virginia line. On both of the writer's trips over that part of the route in West Virginia, the road was found in good condition throughout. This brings us to the Ohio River at Wheeling, and the end of the mountain section, tho the next hundred miles west are quite hilly."

STORAGE CHARGES AS THE MAINSTAY OF A GARAGE

W. J. Joscelyn, proprietor of a large garage in New York, is quoted in *Motor World* as having recently raised the rate for car storage by five dollars, and at the same time having declared that "storage must be the backbone of the garage business." He contends that to derive all one's profit from the sale of gasoline is "an unnatural business arrangement." A reasonable profit from storage is the only means by which the business "can be placed anywhere near where it belongs." It seems to be generally contended that substantial profits in this business have not been general. One cause has been the fact that the garage business is "largely an outgrowth of the stable business, and as such has brought with it the old stable charges, but with enlarged expenses." Even when garages have been started as a new line of business, the charges were not conducted with proper reference to running expenses. Mr. Joscelyn "graduated from the horse-stable business into the garage field." *Motor World* says further of his experience:

"At the time he raised his storage rate he fixt a retail price for gasoline which is but three cents above the wholesale price of 17 cents per gallon. It is his intention that the retail price will fluctuate with the wholesale figures and thus remove for the garageman that terror which ensues when the garageman, whose profit comes from gasoline, sees the advancing wholesale price cutting big holes in his net income.

Joscelyn's idea is that the cost of gasoline and storage should make the charges and that the charges should show a profit, just as the stable business made money. His garage may differ somewhat from some others in that the proprietor knows to a fraction of a cent where the expense money goes to and whence the profits come, and there is a rigid business system in the whole establishment; to find how much per car per month it costs for sponges or cleaning material, it is necessary only to look in the company's books.

"In the beginning of the trade, the first garage in New York City, and doubtless in many other cities, was opened by a dealer in cars who wished to care for those who bought cars of him; a man bought a car and on congested Manhattan Island it could not be kept at home, wherefore this dealer rented a building and charged a price which was as small as could possibly be made and bring in the rent. This was a beginning of present-day storage charges. This dealer made his money on sales; making profits on storing the cars was not his intention, and this evolved a new schedule which would not permit a

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No lighting system can be more convenient than gas when used with a good automatic lighter. We make one—the Prest-O-Liter. By its use you can have gas in all your lamps and can easily light or extinguish any or all of your lights from the driver's seat whether the car be running or standing. An automatic reducing valve attached to the tank regulates the flame to exactly the proper height at all times.

And should this convenience ever fail—you still have light and safety by the use of a match.

Whenever you drive your car at night, you place the safety of your passengers and yourself on the dependability of your lighting system.

Five hundred thousand experienced drivers can testify as to the *absolute reliability* of Prest-O-Lite.

It is a system so simple as to be trouble proof. Presto-O-Lite agencies in every city and town and nearly every cross-roads village guarantee its service.

Prest-O-Lite has no delicate mechanism to get out of order—it is not affected by a downpour of rain or any other contingency of touring. Why should you complicate your lighting system so that in case of trouble only a factory expert can give you light?

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No matter what self-starter you have on your car—insist on gas lighting. Self-starter convenience is safeguarded by the use of the crank in emergencies. It is even more important that lighting convenience be safeguarded by the use of a match to insure light in emergencies. Almost any manufacturer will equip your new car with Prest-O-Lite and an automatic lighter if you insist. If your car is now equipped with Prest-O-Lite, any dealer or any of our service stations can install an automatic lighter at small expense.

By all means, before you decide on any lighting system, send for the vital facts on automobile lighting. The coupon attached will bring you a free book on this subject by return mail. Send for it NOW and know the facts.

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Automobile Tires

Motorists who know tires know this: There's a chance that almost any tire may give good service. There's no chance with Kelly-Springfields. They are sure to give good service.

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C. D. Franke & Co., Charleston, S. C.
L. J. Barth, Rochester, N. Y.

profit to the man who wished to run a garage as a separate business.

"Then there was the garage which sprang from the repair shop, and this is what Joscelyn terms the second step in the development of the garage; those who have followed the automobile trade from its incipiency remember well the numerous repair shops which sprang up everywhere. This man's profits were made from his repairing work, and if he could persuade a man to store his car in a vacant part of the building or if the owner wished space and the repairman could accommodate him the shop owner figured that by having this kind of a hold on the car he was fairly sure of getting practically all of the repair work, which in the early days was no small item. Therefore there sprang up a low storage rate in this direction, fixt as in the first case by a man who did not care to make money on his rental of space because his profit was derived from some other source.

"Many times the man who stored a car with these first two named classes of tradesmen had stored a horse and his carriage or carriages and, naturally, he did not believe he ought to pay more for car storage than for horse storage, and here enters the garage rate which has sprung from the stable rate. As Joscelyn himself says, 'We figured that if we stored a horse and generally two carriages for $35 a month and had to feed the horse we were stepping into a fine thing when we turned our stable into a garage wherein we would store one car alone for $35 and the owner would be paying for fuel, where before we had been paying for feed. We figured on a double profit.' This was in 1909.

"But that Joscelyn 'figured wrong' is indicated by receipts and expenditures, which show where the mathematical error cropped out; just as many men started up garages as a new business and charged what corresponded with the stable rate, or was less. Joscelyn turned the 75 x 100 four-story building which had been a stable into a garage and proceeded to wonder why the investment did not bring the dividend which had been taken out regularly with stable equipment.

"The systematic operation of the establishment soon revealed the true conditions. To start with, when the building was altered and improved, with concrete floors, electric lights where gas had been before, steam heating, gasoline tanks, and the numerous other necessary improvements, the rent proceeded to just about double up. Also, where there had, for the stable, been a superintendent and bookkeeper in the office, there now were necessary in addition a night superintendent, stock man, two telephone operators, a checker, and an engineer.

"In the other parts of the establishment there had been washers, floormen, and grooms; now there were needed more washers and floormen with doormen and elevatormen, and the labor pay-roll nearly tripled. Two or three washers used to take care of the 220 or 230 wagons and the men got $16 a week, but in the garage 10 or 12 washers were required to keep the cars in shape and their pay was in the neighborhood of $20 a week. Cleaning as charged off against feed shows a saving in the garage, but it is not sufficient to offset the other increased expenses.

"What Joscelyn itemizes as 'Expense account' includes lights, heat, repairs, and such costs, and the increase is accounted for by the fact that where the lighting with gas cost $60 a month, electricity cost $150, heating the stable cost $50 a month, the animal heat from the horses being a source of considerable warmth, and now the heating jumped to $500 a month; there likewise were more repairs necessary in the garage.

"The figures given are an average of

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Licensed Under Klosed-Krotch Patents

The perfection of summer underwear comfort. Crotch is closed as in a pair of drawers. No edges or surplus material to draw and irritate the skin. Front and rear openings separate. Can't gap in the seat. Made of best materials. Light, airy, roomy. The only garment of this style licensed under the Klosed-Krotch patents. $1 up. If not carried by your dealer, he can secure from us.

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4-Cycle Engines
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Family Boats
Speedy Boats

If it has the name
FAY & BOWEN
it stands for
QUALITY and a
SQUARE DEAL

20 Real Miles an Hour

That's the rate at which you can go and keep it up in a

Fay & Bowen 32 ft. Runabout

It's a beauty and there is no boat built better—in every detail. The equipment is complete.

It has a Fay & Bowen 4-cycle, 4-cylinder engine, with automobile regulation.

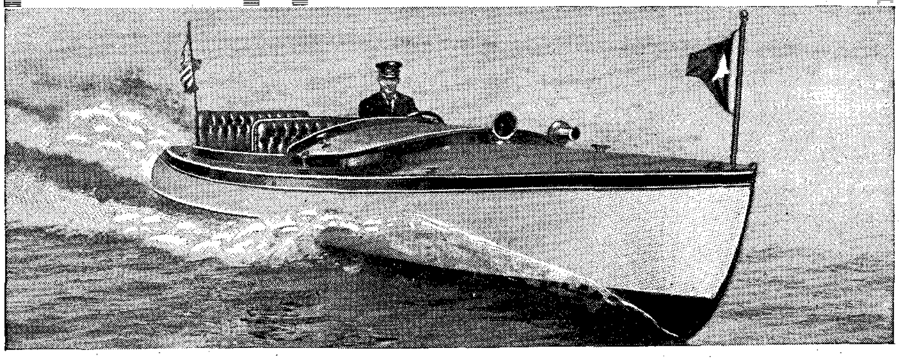
If this boat is too fast or too large we have others.

Ask about the 18-mile Boat only 26 ft. long.

You cannot buy anything better; there's nothing better made.

Send for Bulletins,
specifications and prices on these and our full line of boats and engines—stating your needs.

FAY & BOWEN ENGINE CO., 72 Lake St., Geneva, N.Y., U.S.A.



two Novembers and Decembers, two of the busiest months in the year, and the stable expenses were $3,157, while the garage cost $4,345. The profits in the stable, which had a capacity of 115 horses, were derived from 112 horses, with which went generally two wagons for each horse, and at $35 a month the income was $3,920, which left a profit of $763 a month. Now, the garage could accommodate 120 cars, but in the months in question there were stored 107 'live' and 9 'dead,' the latter bringing in $10 and the others averaging $37.50, the number being about half-open cars at $35 and half-closed cars at $40. This totaled an income of $4,102 and a net loss of $243 a month.

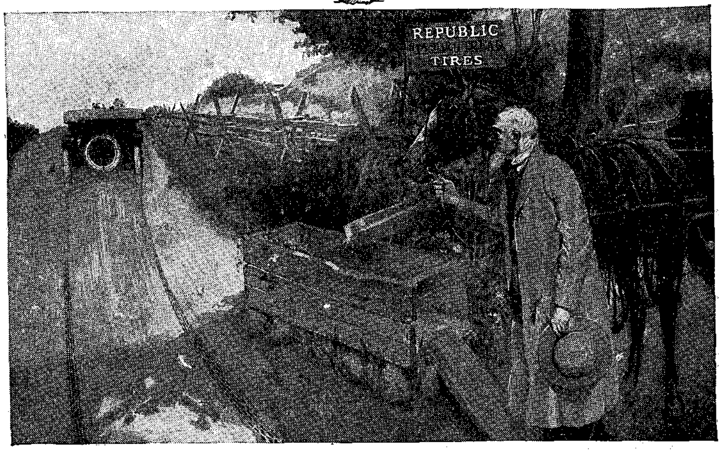
"How, then, may be asked, could the owner afford to keep up the business? The answer is 'gasoline,' and this same answer is the reason that garagemen have been so much more hard hit than owners by the climbing proclivities of that petroleum product; Joscelyn bought gasoline at 9 cents and sold it for 20 cents, and every car consumed about 100 gallons a month, most of which was bought at the garage. This meant a profit of 11 cents on 10,700 gallons, which amounted to $1,177. Deducting from this the loss of $243 on storage, and the Joscelyn garage made $934 profit, which is $171, or 22 per cent. better than the stable.

"Then gasoline, about fifteen months ago, began to increase in price, and with every increase there disappeared a part of the garage profits; some garagemen went out of business, but the Joscelyn garage did not. The proprietor said, 'The business is on a poor basis; it is not businesslike. We will fix a storage charge which will allow a profit independent of gasoline sales, and, whereas we have been inclined to increase gasoline and continue extracting our profits from that, we will cut gasoline to a profit of 3 cents a gallon and make our retail price fluctuate with the wholesale price on a 3-cent profit basis; if the wholesale price goes up a cent we will raise a cent, and if it drops a cent we will drop a cent.'

"This decision was made at the beginning of last October, but before going further it may be explained that Joscelyn had taken other steps to make more money; the first Joscelyn garage had been in the same space as the stable, but about two years ago, just after the date the comparative table describes, the space was doubled, a duplicate of the old stable building, also four stories and 75 x 100 feet, being acquired. This made it possible to double the number of cars stored without quite doubling the number of garage employees, and the office force was not increased at all. Also, certain efficiency-producing changes were effected; where there had been two washrooms on each floor, one washroom was made for each floor. This reduced the number of washers by cutting out waste time in the moving around of crews and by substituting pushers for washers in several instances, and at lower wages. Also, the new washstands utilized what had hitherto been a passageway between the two halves of the building, and the old washstand space was used for storage. Numerous changes such as this cut the labor pay-roll per month from $2,962 for the winter of 1911–12 to $2,764 for the present winter."

$9.75 Difference.—"What do you mean by charging me $10 for taking a cinder out of my eye?" said the indignant patient.

"I am charging you $10 for locating and removing a foreign substance from the cornea," replied the specialist.—*Cincinnati Enquirer.*



It begins to look like we're back numbers "Billy"

Painted by C. H. Taffs. Copyright 1913, by The Republic Rubber Co.

PROGRESS

Our wonderful nation is an ever-growing, ever-progressing one. We have planned, we have dug, we have plowed, we have builded, we have mined, we have made and we have sold. We have neither inherited our wealth nor have we laid tribute upon weaker nations. But behold! We are the richest of them all.

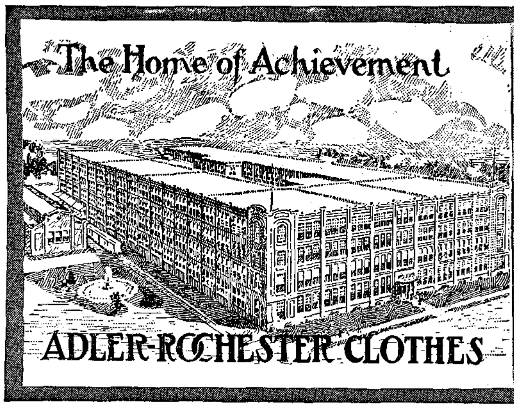
Such is progress—the spirit that has made this nation the leader of nations.

Progress demanded something to replace "Old Dobbin," and American genius replied with the first crude automobile. This evolved into the modern motor car, powerful and massive—its very hugeness making it swerve and skid, endangering life. So Progress demanded a safe-guard. Came the often-inadequate metal studs, and the first far-from-satisfactory rubber knobs. And Progress called once more.

Then was invented the Republic Staggard Tread Tire, the tire that gave a real protection against skidding, an-all-to-be-desired brake control, and a much-increased mileage—truly The Tire Perfect.

And Progress looked, and was pleased.

THE REPUBLIC RUBBER CO.
YOUNGSTOWN, OHIO
Republic Staggard Tread. Pat. Sept. 15-22. 1908.



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L. ADLER BROS. & CO.
Rochester, N. Y.

Write for our Style Book giving the correct Spring and Summer, 1913, Styles and Dress Suggestions.

Pure Air Anywhere

All Summer

Yes,—even in that back room or basement so stifling last summer that you gave it up as unusable during the hot weather.

Sturtevant
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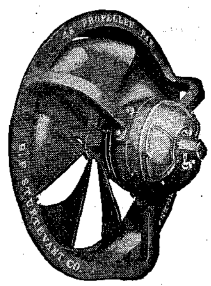
Ventilating Fans

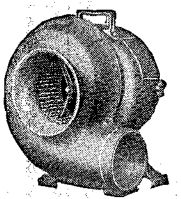
solve any ventilating problem no matter how difficult. They force out all the bad air and blow in a cool, steady stream of fresh air from outdoors.

The Propeller Type Fans are for use where large volumes of air are to be handled without piping. They are usually placed in top sash of window or in wall or partition, and force the foul air outdoors or into another room. They ventilate kitchens, billiard rooms, bowling alleys, laundries, restaurants, club rooms and work rooms.



Booklet No. DP4 describes these Fans.

Sturtevant Ready-to-Run Ventilating Sets are used when smaller volumes are required, or when it is desirable to remove or supply air a distance through piping. They are used in ventilating and cooling telephone booths, bank vaults, toilets, closets, show rooms, and for taking away odors and fumes in factories, laboratories, etc.



Booklet No. DR4 describes these Sets.

Don't wait until hot weather comes again, act now.

Write us about your ventilating troubles. Tell us whether you want to drive the fan by belt or electricity. Tell us what electric current you have—voltage, cycles, phase, etc.

Give us the size and location of your room. Our nearest engineer will advise you without cost to you. We can provide you with the proper fan to fill your exact needs.

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Do Your Printing!
Cards, circulars, books, newspaper. Press $5, Larger $18, Rotary $60. Save money. Big profit printing for others. All easy, rules sent. Write factory for press catalog. TYPE, cards, paper, outfits, etc. THE PRESS CO., Meriden, Conn.

Gloves that are Bonded to Wear

for men, women and children. In Cape, Glace, Mocha and Chamois.

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GUARANTEED GLOVES
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Write for book, "The Story of the Glove and its Styles"
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CURRENT POETRY

In these days of Masefield and his attendant company of realist poets, it is usual to consider the influence of Tennyson as no longer felt. It is true that the poets for the moment most in evidence display few of the characteristics of the author of "The Idyls of the King." And yet it is not safe to conclude that the Tennysonian tradition is absolutely extinct. Two of the most distinguished English poets now living, Mr. William Watson and Mr. Alfred Noyes, frequently write verses that not only in manner but in spirit suggest Tennyson's lyrics. And in America, at least, one poet shows clearly the beneficial effect of discipleship to him. In the *Yale Review*, Miss Fannie Stearns Davis publishes a series of poems called "The Hermit on the Dunes." In their passionate introspection, their questioning of life, their blending of things felt and things seen, their descriptive splendor, and their perfect finish, they are strongly reminiscent of "Maud." This is not to say that Miss Davis is an imitator. In these poems, as in all her work, she is strikingly original. That she is spiritually kin to Tennyson is, however, clearly shown in the poems mentioned, and is perhaps indicated in the two of them which we quote below, particularly in the first.

The Hermit on the Dunes

By Fannie Stearns Davis

Far away to the south
Where the sea-hill heaps,
A gray gull wanders,
A gray sail sweeps.

Far away to the south
Where the sky leans low,
My gray thoughts journey,
My gray dreams blow.

In my house by the dunes
I have Silence for wife,
Tho the long shore shudders
With the surf's drawn strife.

Oh, she broods by my hearth
And she bends to my bed.
She is strange as the old Norns
And dumb as the dead.

Far away to the south
Where the sea heaps high,
The gulls fade ever,
The sails all die,—
—Far away to the south.

The Gold-haired Maid

By Fannie Stearns Davis

I watched the endless gull-wings fade;
I dreamed my old dim endless things:
Looked up, and saw a gold-haired maid
Against the sea, with arms like wings

Spreading her green scarf to the wind,
Leaning and laughing to the sun,—
Ah me, her brightness made me blind,
Till I could hardly see her run

White-footed down the thin white foam,
Slim-bodied up the slippery sands;
Like some wild sea-maid, dancing home
With shining feet and flickering hands.

—I crouched beneath the dune. She passed;
Her song, sea-smothered, and her gleams
Fading along the foam at last,
Like all the sun that haunts my dreams.

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Makes the Most Practical Walls

COMPO-BOARD walls and ceilings are ideal from every standpoint.

Strength. They have actually held buildings together in California earthquakes.

Durability. In houses lined with Compo-Board twelve to thirteen years ago, they are still in good condition.

Fire Resisting. They will hold a fire in check long after a plaster wall would crumble.

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Economy. Cheaper than lath and plaster, "Wall Boards," or substitutes in the long run.

Free Sample and Booklets Tell the Whole Story—tell the unique construction of Compo-Board that gives it all these advantages, give letters from hundreds of users in evidence of these claims, tell of the many other uses of Compo-Board besides a wall lining. Write for this interesting matter. It's worth while.

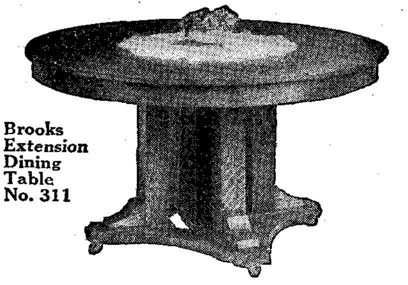
Compo-Board is sold in strips four feet wide and one to eighteen feet long by dealers in most every town.

Furniture, incubator, novelty and other manufacturers have found Compo-Board the ideal material for many purposes.

Northwestern Compo-Board Company
4308 Lyndale Avenue No., Minneapolis, Minn.

The border of this advertisement is a slightly reduced cross-section illustration of Compo-Board.

Your Dealer's Price for This Dining Room Table is $45.00 —and It Is Worth It



Brooks Extension Dining Table No. 311

Constructed of the choicest quarter-sawed Oak, 54-inch top closed, 90-inch extension. Massive, substantial—no furniture you can buy is better made and

Our Factory Price to You is $22.50

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We absolutely guarantee that you will be satisfied with this piece and everything you purchase of us—or your money will be paid back at once. Write for our beautiful illustrated Furniture Book now and see many more equally attractive pieces at equally low prices for living room, den, dining room, library or bedroom. Everything shipped in complete sections. A few minutes with the screw driver and it is all ready for use.

From *Factory* to you—that's how we do it. Write for book. It will tell you all about the famous Brooks Furniture and 100 bargains.

BROOKS MANUFACTURING COMPANY
1804 Sidney Street, Saginaw, Mich.

—The brave day fades, too blue, too fair.
Sunset and silence and the night.—
O golden head and wild heart, where
Are you some glad home's lasting light?

The members of the Woodberry Society have published in a beautifully made volume three poems by the distinguished poet whose name they bear. It is called, from the initial poem, "The Kingdom of All-Souls." The verse is at once energetic and scholarly, full of splendid phrases and splendid ideas. We regret that lack of space necessitates the omission of several stanzas of the following thoughtful poem:

What the Stars Sang in the Desert

By George Edward Woodberry

I woke in the desert rude
O'erhung by the star-sweet sky,
And ever the radiant multitude
In the silence drew more nigh,
As if on my eyes to brood,
And inward glory nurse,
And out of the heart of the universe
Soared forth my singing cry:

"We are young—our song up-springing
The crystal blue along,
Creation's morning singing,—
It was but children-song,
Melodiously ringing,
Mysteriously forewarning
The realm beyond the morning
We infinitely throng. . . . . . .

"We are borne through darkness streaming
Wherein our glory glides;
We dower the deep with the beaming
Where prophecy resides;
Forevermore we are dreaming,
Still in the springtime blossom
Of thoughts that light our bosom
And beat our glowing sides.

"Wide the abyss; we span it,
Who showering a bright spark came;
And forever we smite and fan it
Forth from the forging flame,—
Life, flower of the planet,
Flower of the fire, supernal,
Burning, blooming, eternal,—
A million names are his name. . . . . . .

"Then with bright hands uplifted
We strike the thousand lyres;
The music, on dreams drifted,
Pours all the world's desires;
And ever the song is sifted
From the heart of youth forecasting
The unknown everlasting
That bathes us and inspires.

"We gaze on the far flood flowing
Unimaginably free,
Multitudinous, mystical, glowing,
But all we do not see;
And a rapture is all our knowing,
That on fiery nerves comes stealing,
An intimate revealing
That all is yet to be.

"When sheathed and glacial o'er us
Arcturus courses cold,
And dry and dark before us
Aldebaran is rolled,
Far-clustering orbs in chorus
Shall light the pealing sky,
And throne to throne reply:
'The heavens grow not old.'"

Round the desert wild and eerie
The starry echoes clung;
In a region weird and dreary
The golden song was sung;
Over lands forlorn and weary,
Where the drifting white sand only
Drifts alone the sand-wreath lonely,
The radiant silence hung.

COACH BUILDERS
WE HAVE BEEN OVER SIXTY YEARS
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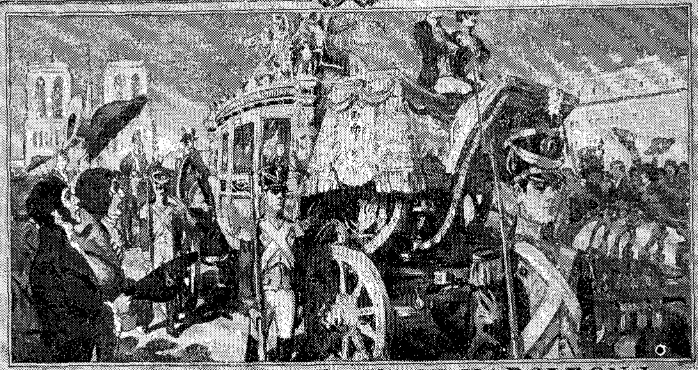

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Men were pleased with the excellence of its construction. The coaches of Royalty, made famous in history, were no more staunchly built, nor more closely in keeping with their style periods. The time required to build one of these cars limits the number available each year. For that reason early orders are necessary from those who wish to be supplied.

Rauch & Lang agents will gladly demonstrate. Catalog mailed on request.

THE RAUCH & LANG CARRIAGE CO.
2312 West Twenty-fifth Street
Cleveland Sixth City (135)

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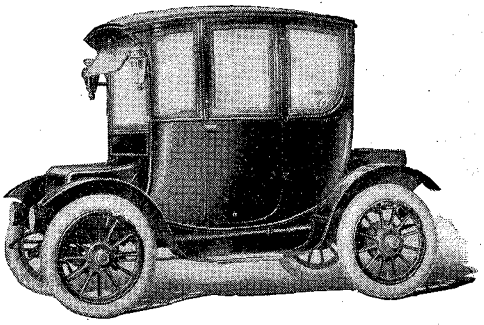

The WHYS of EXERCISE
FIRST AND LAST LAW OF PHYSICAL CULTURE
PROF. HENRY W. TITUS

How to Regain and Retain
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My System of Home Exercise will develop for you Vitality, Vigor and Perfect Physique
SEND for MY FREE BOOKS

My FREE BOOKS, "THE 'WHYS' OF EXERCISE" and "THE FIRST AND LAST LAW OF PHYSICAL CULTURE," tell you, if you are weak or undeveloped, how to grow strong; if strong, how to grow stronger. They explain how to develop lungs and muscle, the strong heart and vigorous digestion—in short, how to improve health and strength internally as well as externally. Send TODAY—NOW—for these FREE BOOKS. Enclose 4c. in stamps to cover postage.

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YOU can silver-plate the brass trims of last year's car at a cost of only $2.00.

U-KAN PLATE
EXTRA STRENGTH

applied as directed will give your car the 1913 white metal finish. Will also clean nickel and will silver-plate the worn parts.

A quart can ($2.00) sufficient for the average car—of supply dealers or hardware men or by parcel post.

A. R. Justice Co. 609 Chestnut St. PHILADELPHIA

A Great Question.

A discovery in the human body, which has absolutely revolutionized the effect and possibilities of exercise, for the old and young.

Among the men who are entitled to be classed as benefactors of the human race, those who have placed before mankind knowledge that was before unknown are entitled to a conspicuous place. The phrase "Knowledge is Power" is trite, but it expresses a profound truth, and one who adds to the world's store of practical wisdom does as much, or more, than one who merely adds to the store of the world's wealth. It is safe to say that inventors and discoverers have contributed more to the happiness of mankind than all the warriors, statesmen, philanthropists put together, and among the most important are those whose object is preservation of life and health and the development of greater efficiency and perfection. It is doubtful even if the inventor of the telegraph and telephone has benefitted mankind as much as he who gave to the world the priceless discovery of vaccination.

In these days the cure of disease and the prevention of specific diseases are of less importance than the conservation and full development of general health and strength. Conditions of life grow more abnormal every year, and the results are appearing on every side in the form of a general deterioration in the physical vitality and disease resistance of the race. In former times the law of the survival of the fittest kept up the standard of strength by the death of the weak and diseased, but now through the skill of modern medicine this tendency is largely counteracted; the weak are saved and grow to maturity, the diseased are kept alive, and all their constitutional failings are perpetuated in the succeeding generations, and nearly all are leading an inferior life in consequence.

One of the most potent factors in this progressive deterioration of the race lies in the general growing tendency to neglect physical exercise. Everybody admits its necessity, but few practise it intelligently. Exercise of the ordinary kind generally means inconvenience and loss of time, and loss of time means everything to the average American. He puts in the longest possible hours of work and there is no time left for that physical exercise that is as necessary to his well-being as food or sleep. Unless exercise can be combined with pleasure it is usually drudgery, and the average man has no time for anything uninteresting. If he can find an extra hour in the twenty-four he prefers to spend it at pleasures or duties.

The problem of how to secure adequate exercise in the most convenient form and with no loss of time has been solved only in recent years, and it is not too much to say that it is one of the inventions which is working the most important results for the general health of the people. A solution of this problem is the system of physiological exercise devised by Alois P. Swoboda, of Washington. By long experience, and an intimate knowledge of the needs of the human body that amounted to an inspiration, a method has been perfected which concentrates into a few minutes' time all the daily muscular exercise necessary to keep the human body in perfect health and to eradicate all functional weaknesses, to increase or reduce the weight, and at the same time continue its development, cultivation, and advancement, and thus actually raise the standard of health to what can be described only as the Swoboda kind of health and energy. The average man, when he tries to concentrate his exercise, merely overtaxes himself, and the result is harm instead of good, but the Swoboda method involves no over-exertion and offers exactly what the average man of business often wishes for—exercise without loss of time, a practical and sound method of self-cultivation and preservation.

The facts remain, first, that exercise must be taken in such form as not to be irksome in character and not to consume too much time, or it will not be taken at all by the average man; and second, that Swoboda has perfected a system that meets these requirements, with results truly remarkable. That is all that concerns the public. The obstacles have been removed that have hitherto prevented hygienic and full living, and an obstacle that exists in a man's mind and disposition is just as real as if it appeared in the form of a stone wall, as far as the practical results are concerned.

Mr. Alois P. Swoboda, of 227 Victor Building, Washington, D. C., will be glad to send free, to any reader of The Literary Digest, a full explanation of his wonderful method. He is willing that all become acquainted with his startling discovery. He believes that no one would be without this knowledge willingly.

The man who keeps the people in perfect health by a few minutes' exercise each day, as Swoboda, and thousands of patrons claim he can, is entitled to the gratitude of the world, and if he can make money out of it, no one will begrudge him his profits.

The Swoboda System is no experiment. It is taught daily to hundreds of pupils in all parts of the world. Among the pupils are doctors, judges, senators, congressmen, ambassadors, governors, business men, farmers, mechanics, and laborers. Women profit by it, fully as much as men, and some of the most prominent of this country are among his pupils. [*Advertisement.*

From *Munsey's Magazine* we take this vigorous epigram:

Truth and Falsehood

By Clinton Scollard

If some great falsehood with its mighty brand
Stalk, like Goliath, ravaging the land,
Fit thou the pebble truth within thy sling,
And then, like David—fling!

Here is a delicate and very human poem, simple in expression and sincere in thought. The stanza next to the last is not unlike the work of Lizette Woodworth Reese. It appears in *Harper's Magazine*:

In April

By Margaret Lee Ashley

If I am slow forgetting,
  It is because the sun
Has such old tricks of setting
  When April days are done.

The soft spring sunlight traces
  Old patterns—green and gold;
The flowers have no new faces,
  The very buds are old!

If I am slow forgetting—
  Ah, well, come back and see
The same old sunbeams petting
  My garden-plots and me.

Come smell the green things growing,
  The boxwood after rain;
See where old beds are showing
  Their slender spears again.

At dusk, that fosters dreaming—
  Come back at dusk and rest,
And watch our old star gleaming
  Against the primrose west.

Francis Thompson would have enjoyed the graceful and joyous verses printed below. Such lines as "Through a swift sunset-crevice in the sky" are poetry lovely and authentic. The idea of the last few lines is delightfully imaginative, and it is exprest with surest artistry. We take it from *The Westminster Gazette:*

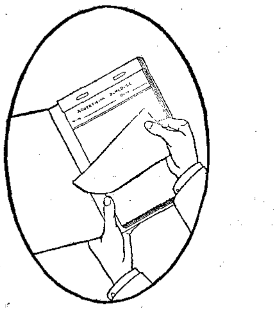
Lines on Receiving a Child's Portrait

(*To Ivy*)

By Francis Gerard Miller

I scarcely deemed it possible
To catch your swallow-self. Your very rest
Seemed to move swifter than your dazzling
  flight.
I could not tell
Your many selves and fix them in one face,
Holding you silent without some swift change,
Still and intent.
And when I was most sure,
Your sunlight darted to another place.
And so the wonder is most strange:
For here is your own self, demure,
Emprisoned in a little golden frame;
And underneath, your name,
As if you sanctioned such emprisonment.

O you were born at some sweet, riotous time
Of elfin revels, when blue-lidded eve
About the curfew-chime
Watched fairy-rings a-making and the earth
Grew drowsed with pulsing footfalls. I believe,
While stars danced madly down the dawning
  skies,
Some late elf crept away, and at your birth
Wove for your young life dreams
Of movement and the spirit of dancing things;
And gave you smilingly
The airy grace that, lacking gossamer wings,



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Excels them; and a spell of lucent streams
To light your heaven-reflecting eyes;
Wherein two fairies sit,
To play at hide-and-seek with passers-by,
And laugh for joy of it.

Dear, innocent you!
Who all the long day through
Light-heartedly
Wove nets to catch me with your pattering feet,
And then with shyly glancing eye
Drew me until my capture was complete.
I heard your serious baby-talk as one
Who listens to far angels whispering
Through a swift sunset-crevice in the sky
Before the hills fade, and night's shadowed wing
Hovers, and day is done.

Your laughter bubbled like the wren's glad song
Of chiming bells in Heaven;
And oft, to cheer the tired day, at even
The blackbird, the lush lilac-trees among,
Taking your laughter for his melody,
Embroiders it with all his cunning notes
So featly;
Yet, ah! the singing throats
Can never laugh so sweetly.
The daisy's dewy eyelid
Rosily smiled
To see the way you delicately tript
Among the flowers, and open-lipped
Their eager petals bent
To kiss you wheresoe'er your light step went.

Only your motion I remember. Yet
I have you fast!
Your errant sunshaft has been caught at last,
And (greater wonder!) set
Within four walls of gold. . . . . . .
But still I think that if a butterfly
Spread its bright wings and lit
Upon these flowers, and then rose lazily,
You would break through those brittle walls of gold,
And, laughing, follow it!

This poem (from the April *Lippincott's*) is more than cleverly phrased didacticism; it has noble symbolism and admirable economy of expression:

I Heard a Voice

By Florence Earle Coates

I heard a voice say: "You,
Who worship, should pursue:
The good you dream of—do.

"Arise!—Perfection seek.
Surmounting what is weak,
Toil on from peak to peak!"

"Henceforth, through sun and shade,"
I answered, "unafraid,
I follow the shy maid:

"Yea, beauty to create,
Accept with heart elate
Whate'er may be my fate."

Then, in youth's ardor, strong,
I toiled my way along,
Upon my lips a song;

But as I climbed on high,
Toward the forbidding sky
Perfection seemed to fly;

And tho I strove the more,
Still through some viewless door
She ever passed before.

Heart-wearied and forespent,
With body earthward bent,
ceased from the ascent;

en, when hope seemed too late,
espairing,—at Death's gate
I heard a voice say: "Wait!"

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Every building of the first class, every manufacturing plant, every railroad roundhouse and depot, every flat-roofed building, from a residence to a skyscraper, ought to carry a Barrett Specification Roof.

These Roofs have won their standing on the basis of past performances.

Their first cost is below that of any other permanent roofing; their maintenance cost is nothing; their unit cost is about ¼c. per foot per year of service.

They last twenty, sometimes thirty years, without repairs or care.

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For these reasons they are more popular than any other kind.

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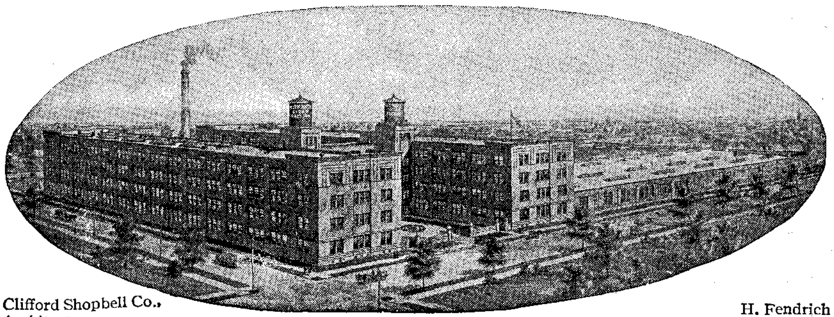

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SEND us your name or the name of some one who will appreciate this dainty box of unusual candy and we will send a ¼ pound of Nobility Chocolates without charge.

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Thousands gain from them strength, vitality, rich blood, clear complexions.

The highest-priced olive oil in the world, sealed in soft, soluble shells. Royal-Olvules carry Nature's PUREST and BEST health-builder easily and tastelessly down the throat.

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$1.00 the box of 120 Royal-Olvules
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PERSONAL GLIMPSES

THE NEW SENATORS FROM ILLINOIS

THE mere fact that they were elected at the same time does not mean that the two new Senators from Illinois are very much alike. As a rule we find Democrats practising, or pretending to practise, Jeffersonian simplicity, but in this case we see the rule reversed. Lawrence Y. Sherman, the Republican, elected to fill the vacancy occasioned by the unseating of William Lorimer, is noted for his simplicity, while James Hamilton Lewis, frequently alluded to as "Jim Ham," leads what might be called a princely sort of life. Lewis may believe in the theories of the Sage of Monticello, but otherwise his tastes seem to call for things that only the wealthy can afford. Sherman is a product of the rural districts, and he has remained in close touch with bucolic existence. Lewis, we are told, has always been known as a city man, tho it is said that he has been known to don rough clothes and work with his hands. When he was a very young lawyer trying to gain a foothold in Seattle, Lewis had a hard time keeping out of the bread-line, and on one occasion he had to take employment on the water front. It has been gossiped around the country that he was for a time what is known as a "dock walloper," but this story has been denied by his friends. But whether he was a "dock walloper" or not, Senator Lewis is now one of the leading lawyers of Chicago. He is also a great favorite as a speaker at fashionable society gatherings. He is an entertaining talker and the best dresser in the Middle West, but he is about as well known for his famous shock of "pink" whiskers, which are said to add to his popularity at pink teas. Speaker Champ Clark once facetiously described Lewis as "the biggest dude in America," and living down such allusions as this will be one of the Senator's troubles at Washington. He was recently in the public eye when he invited Governor Dunne to breakfast with him at a Michigan Avenue hotel and the Executive, a Jeffersonian disciple, refused to eat anything when he learned that Lewis was paying twenty-five cents a cup for coffee. The story of Lewis's career is told in the Chicago *Record-Herald:*

Mr. Lewis has shone alternately in politics, at the bar, and in the sartorial world as a figure of prominence. Throughout the nation he has been famed for years as the smartest dresser of the day. Not only have his clothes always been of the latest cut and style, his cravats gorgeous, his socks ditto, and his gloves and hat absolutely à la mode, but the dazzling pink whiskers never were ragged nor unbarbered—they were scissored to a nice point just where they should be at a point, and no

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The Original Ramie Fibre

is guaranteed absolutely pure (100%) Ramie Linen, not adulterated with cotton, or other inferior materials.

The United States Government Report No. 7 of the Department of Agriculture, Fibre Investigation, pronounces Ramie the most wonderful and valuable of all fibres.

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NOTE!

SEVERAL advertisements scheduled to appear in our special SUMMER HOME advertising section of the April 5th issue were received after that number had gone to press. The great floods and consequent delay in the delivery of mails was the cause of this. For that reason we will print in the issue of May 3d another SUMMER HOME section. Advertisements for this number must be in our hands not later than April 24th. Rate $1.10 a line—minimum space 5 lines. Count 6 average words to the line.

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particular wisp was a whit longer than it ought to be. His Jove-like locks adorning a rather imperious head on a lithe frame were ever in order, albeit wavy and glinty. His eyebrows, too, were always slightly "ferocious," and when Mr. Lewis lowered or raised them, depending on his humor, they carried a message all their own.

As an orator Mr. Lewis perhaps has no peer in the United States. His fluency is a by-word. Entering a banquet-hall after every one else is seated, or mayhap has partaken of the full sixteen courses, Mr. Lewis never has failed to create a sensation. With uncanny knowledge of psychology, the sartorial Demosthenes generally has timed his advent to the moment when the orchestra, just having finished a patriotic selection which has aroused tremendous enthusiasm, is reaching a magnificent climax. And the speech which follows is sure to be a medley of clever "negro stories" and eloquent platitudes just fitting the moment.

Probably no speaker ever was more in demand for dinners and banquets than he. When he first came to Chicago his ability was known, for not long before, passing through, he had dropt in upon a Democratic dinner and, altho virtually unknown, had responded off-hand to a toast and had taken the laurels away from William Jennings Bryan and other celebrities. On the stump Mr. Lewis often has been referred to as a whirlwind. Certainly he did much toward promoting the political fortunes of Edward F. Dunne, both in the mayoral campaigns and later in the race for governor, which Mr. Dunne won.

At the bar Mr. Lewis has won greatest fame as a last-hope attorney in desperate murder cases. Mrs. Dora McDonald, having shot and killed a young artist named Webster Guerin, was acquitted through Lewis's strategy in 1908. He figured in other notable cases in Chicago and nearly always was successful. In Washington State and Territory, he made a reputation as the most successful criminal lawyer of the slope long before he came here to live.

James Hamilton Lewis was born in Danville, Va., May 18, 1866, and went to Augusta, Ga., as a lad. He was educated in Houghton College and the University of Virginia, and then studied law in Savannah, being admitted to the bar in 1884. According to his statement, his parents were made dependent by the Civil War and he was forced to work. He believed the Far West the best place to garner a fortune, and in 1886 he went to Seattle. He tried law there, but could get no clients and was forced to act as a clerk at a dock where lumber-shovers labored. Some historians declare that Mr. Lewis himself shoved boards onto ships, but investigators have found this a trifle faulty. He made friends among the laboring element and took cases practically gratis. Gradually he worked up a practise and in time showed exceptional cleverness in criminal cases.

Elected to the territorial senate in Washington, he declined a nomination for Congress in 1890; he frequently was a candidate out there, however, having tried for the governorship and United States Senate several times. He finally was sent to the House of Representatives as a representative at large, serving between 1897 and 1899, and came to be one of the minority leaders. He was the author of a resolution recognizing Cuban independence and took a prominent rôle in many memorable debates.

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Every Woman in the United States Can Save 1/4 Her Meat and Grocery Bills
125 Famous Recipes
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Send For It!

ONE hundred and twenty-five tested recipes to help you cut down expenses. Gives you the *secrets* of making inexpensive cuts of meat and fowl just as delicious and nourishing as the most costly. No other recipe book has ever helped the housewife do this. And this is only one of the many money-savings you will discover by looking into the merits of my *Rapid* Fireless Cooker — the fastest, best, most saving cooker possible to buy.

Complete Outfit Genuine Aluminum Cooking Utensils with Every *Rapid*

All covers and compartments aluminum-lined. Absolutely odorless, rust-proof and hygienic. Roasts, bakes, steams, stews, boils and fries—all inside the cooker. No re-heating necessary. *Rapid* radiators are the most scientific made and last forever. No pads or cloth lining. Easiest to clean. Beautifully finished dust-proof top. Metal lining, no odors or heat to get out. Kitchens keep sweet and cool. Visit, sew, shop, mind baby—your dinner will cook without attention in a *Rapid*. Nothing burns. Nothing spoils, all the flavors and juices kept in and everything done just right. 100,000 women now own a *Rapid*—sold on my binding Money-Back Guarantee.

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This is a great big saving right at the start. You not only get your cooker straight from the factory just as cheap as the dealer himself could buy it, but I am making a special price offer on top of my low factory price to get 10,000 cookers placed in new neighborhoods at once, for every cooker always brings me four or five orders from friends and neighbors of the people who buy.

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There's only one way to know what my *Rapid* will save you in work and worry and fuel and food. That's to try it in your own kitchen and you can do that at my risk—30 days—money back if you don't want to keep the cooker. But write today for my Special Factory Price and Free Recipe Book.

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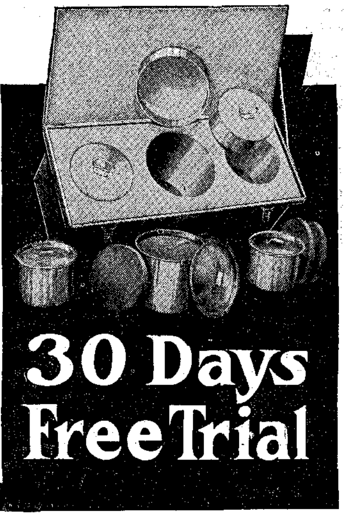

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The Grace of Comfort for Rider and Horse.

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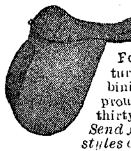

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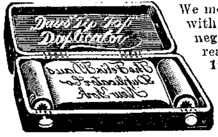
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Throws four generous needle-spray streams. When you stand erect, no water touches your head—all strikes direct against the body from the neck down. No rubber cap needed to keep your hair dry. But you can douse your head if you wish by simply bending a trifle.

A very handsome fixture. All metal. Nothing to wear out or get out of order. Never in the way.

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Just order on your letterhead or enclose business card or reference, and you'll get the shower prepaid for ten days' free enjoyment. If you want to keep it, simply send $6 in full payment; if not, simply return it.

Better write for the free trial today—a cool-you-off shower whenever you want it will help you stand the hot weather.

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NO FLIES NO LITTER NO ODORS
Thousands in use. Sold direct from factory. Guaranteed. Circular free.
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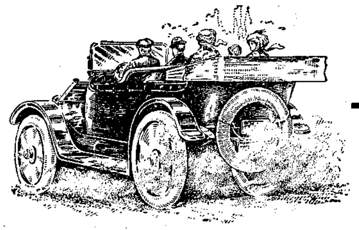

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304 Liquid Veneer Building, Buffalo, N. Y.

While serving in an honorary capacity on General Frederick D. Grant's staff for a while in the Spanish-American War, it was said of him that his desire to lift his hat to the ladies or stop and shake hands with an old friend seriously endangered regimental order and dignity.

After serving as an attaché of the Joint High Commission that sat in London and thrashed out the Canadian boundary dispute, he moved to Chicago and bounded at once into prominence. He did much to pile up a safe plurality for Mr. Dunne when he won the mayoral battle in 1905, and was rewarded with the office of corporation counsel. He was a primary candidate for governor in 1908, and despite the fact that the Democratic chieftains had indorsed Adlai Stevenson, Mr. Lewis, whose campaign necessarily was circumscribed, carried Chicago against the bosses, but lost in the rest of the State. His decision to go before the people last year for primary backing as the Democratic candidate for the United States Senate at first was laughed at. He had no opposition.

Mr. Lewis is a man of courtly manners, democratic, suave, plausible. He married Rose Lawton Douglas, of Georgia, in 1898, and of recent years the Lewises have gone a great deal in Chicago society. In 1911 he made a tour of Europe, was received by the Pope, and interviewed in every capital. There was a mysterious report that he was abroad on a secret diplomatic mission. This the State Department at Washington took occasion to deny.

Senator Sherman's personality is almost as attractive as that of Senator Lewis. He is one of many public men who "look like Abraham Lincoln." Tho he is always self-possest, his manner is a bit awkward when he is in company. His voice is not very resonant, but he is an interesting speaker. Like Vice-President Marshall, he is "conspicuous for his unpretentiousness." Mr. Sherman's wardrobe consists of two or three good suits of sober design and a proportionate number of other garments. We read about him in the Chicago *Tribune:*

> During his earlier days at Springfield, when it was a constant struggle to maintain himself against powerful enemies, he was the joy and delight of all newspaper correspondents. His caustic epigrams and home-striking philippics always meant a news item, and as a coiner of political slang he is singularly gifted. It was Sherman who named the Illinois and Michigan canal "the tadpole ditch"; the political game wardens, "the rabbit shepherds," and the members of the Governor's staff in their resplendent uniforms "the sunburst colonels," and the terms still are familiar.

Sherman was speaker of the Illinois House of Representatives for two terms, and he and Governor Yates were bitter enemies. When Sherman was a candidate for a third term as speaker, Yates had him defeated. Sherman became a candidate for Governor in the State campaign of 1904, and, some time before the contest got to be very lively, a Republican "love feast" was held. Here is what happened:

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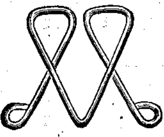

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In the front row of the stage in the arsenal sat Yates, Sherman, Frank O. Lowden, Congressman Warner, Attorney-General Hamlin, Charles S. Deneen, the candidates each with a carefully prepared speech in his pocket warranted so innocuous as not to scare a fly off a bald head.

Yates finished first and his audience, largely composed of State appointees, applauded enthusiastically. Yates, who always was theatrical, sat down, suddenly sprang again to his feet, and shaking the corner of a large hanging flag shouted, "I move that this magnificent audience stand up and give three cheers for the grand old party of the glorious State of Illinois."

It was "bunk" of the most flagrant kind, but most of the audience and everybody on the stage, except Sherman, stood up and gave the cheers. He sat unmoved in his seat. Thinking he could score a point, Yates shouted again:

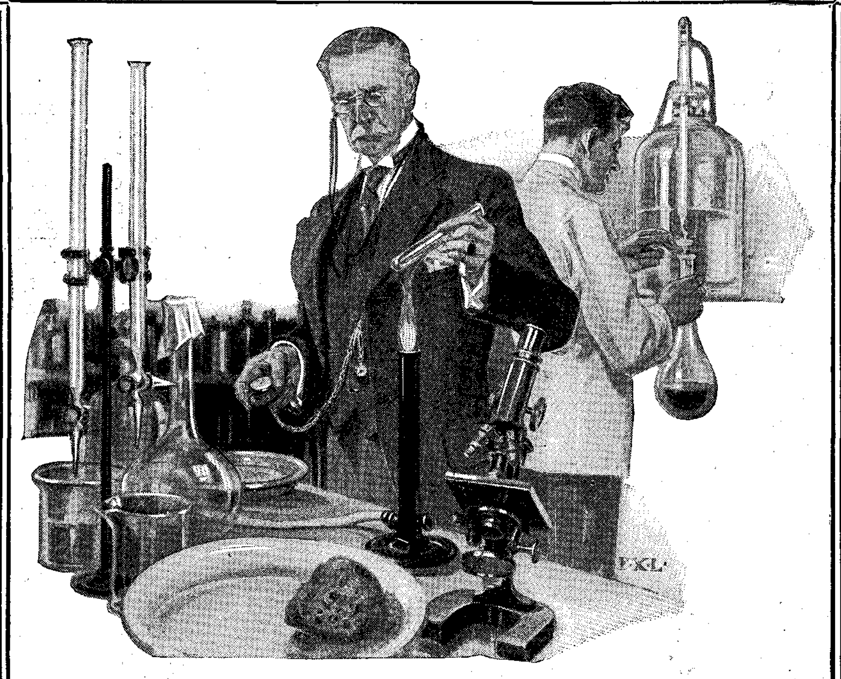
"I have my opinion of the man who refuses to stand up and give three cheers for the grand old party of the glorious State of Illinois." Then everybody got ready for the fireworks.

Sherman was the next speaker. It is doubtful if he remembered he had a prepared speech in his pocket. If he did it was to wonder why he had wasted time writing it. He started out in a low voice and a "rabbit shepherd" in the rear shouted "louder."

"I'll make you all hear me before I get through," said Sherman, and he did. Such plain speaking was never heard in a party "love feast" before. Sherman reviewed Yates' administration and every word counted. He laid bare all the troubles of the party and traced them to their source. As he hurled invective, sarcasm, ridicule, and argument at his enemies the State office-holders in the audience hissed, Sherman's friends applauded, and the disinterested ones enjoyed, but the speaker kept up until the end. When he sat down the other candidates had to change their speeches also and a job lot of perfectly good but undelivered political addresses went into the waste-paper baskets that evening.

Deneen was nominated for Governor and Sherman for Lieutenant-Governor; both were elected, and Sherman dropt into comparative obscurity. He told his friends that he was "taking the rest cure," meaning that he did not intend to stay in the political background. He afterward became the head of the State board which controls the charity organizations, and six years ago he was a Senatorial candidate in opposition to Mr. Cullom, whose seat is taken by Mr. Lewis. *The Tribune* ends with a humorous bit:

> About the new Senator have sprung up a host of stories in good-natured fun-making of his "country lawyer" habits. Many involve the strenuous fight necessary to get him to look favorably on a program of dress reform. He overcame his suspicion of cuffs and recognized the existence of more than one style of necktie. These concessions were fatal, for the declaration of his friends that he would have to wear a dress suit found his old contempt for sartorial



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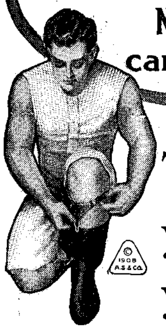

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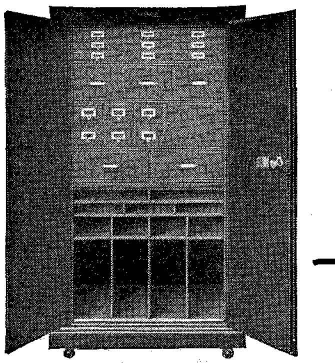

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elegance weakened, and he consented to have one made.

The warning came too late. He was engulfed by an invitation of Governor Tanner, and that, to the speaker of the house, was tantamount to a command. There was no time to have the suit made, and John Corwin, then Springfield correspondent for *The Tribune*, was drafted for the emergency.

Corwin did some rapid work among the colony of correspondents, and returned in a few minutes with several suits. From these were selected a coat, trousers, and waistcoat. The rest of the equipment was obtained from a haberdashery, and the Governor's guest was apparently groomed. But on the way to the executive mansion there was an accident, a shocking one, and Mr. Sherman was hurried back to the hotel with a rent in the worst possible portion of the trousers. Time was short, and as an awning-maker was the nearest approach to a tailor in that vicinity, it fell to the awning-maker to repair the catastrophe.

His sewing-machine was of the double-seam variety, and filled with coarse cord instead of silk thread. The repair work was safe without being sane. Sherman remarked that it was about as comfortable as sitting on a rail fence. That night, it is recorded, he backed away from the reception line, and took up a defensive position with his back to the wall, remaining there until the laughing correspondents surrounded him and escorted him back to the hotel in safety.

SIDELIGHTS ON MR. MORGAN

When J. Pierpont Morgan left college, his father arranged with the president of an insurance company to have him put on the board of directors so that he might learn something about corporation management outside the elder Morgan's banking business. Young Morgan attended practically every directors' meeting for a year, but never had anything to say beyond voting yes or no on motions. He just sat and looked and listened. The insurance president, the story goes, thought Morgan was hopelessly stupid, and, at the end of the year, went to the father and told him sadly but kindly that Pierpont did not seem to take any interest in the company's affairs and that his place would have to be given some one else. But the insurance man was not the only person that ever failed to size Mr. Morgan up just right. Failure to appreciate his shrewdness has on more than one occasion cost people with whom he dealt what to the average man would be considered large fortunes. His cleverness proved too much for even the canny, thrifty Mr. Carnegie in one of the biggest transactions in the history of the country. The New York *Evening Post* tells how it happened:

When Morgan, to prevent a disastrous war in the steel trade, conceived the plan of combining the great steel plants of the country, he asked Andrew Carnegie to put a price on his works. The iron mon-

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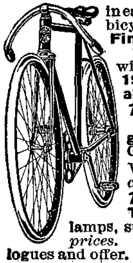

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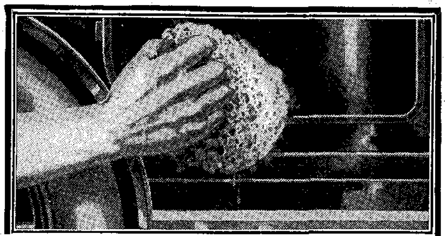

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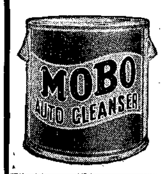

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ger, who not long before had offered to sell out to Frick for $100,000,000, saw that Morgan was keen to buy, and that he had better name a good round price. He put it at $300,000,000. Morgan surprized Carnegie by accepting. A year later, when the Carnegie works were making record earnings for the Steel Trust, paying several times over what Carnegie and his former partners were receiving in interest on their steel bonds, Morgan and Carnegie were crossing the Atlantic on the same steamer. One morning at breakfast Carnegie remarked to Morgan:

"I think, Mr. Morgan, I should have added another $100,000,000 to my price on the Carnegie works."

"If you had," answered Morgan, "I would have paid it."

Carnegie worried long over that lost $100,000,000.

And here is the story of another transaction which illustrates the great financier's resourcefulness, taken from the same newspaper:

A firm of jewelers who had received a fine pearl decided to send it down to Mr. Morgan and let him have first bid on it. The price was placed at $5,000. The jewel was carefully sealed in a leather-covered box. Mr. Morgan read the firm's communication, opened the box, was delighted with the pearl, and thrust it into his pocket. Calling his cashier, he instructed him to draw two checks to the firm of jewelers—one for $4,000 and the other for $5,000. The $5,000 check Mr. Morgan placed in the box that had contained the pearl. He had the package carefully tied and sealed.

The $4,000 check he enclosed in a letter to the jewelers, in which he wrote that if the firm was willing to accept that amount for the pearl the box might be returned to him at once and the transaction considered closed. In the event, however, that the firm was unwilling to accept less than $5,000 for the pin, the $4,000 check was to be returned without delay.

Mr. Morgan, with the pearl in his pocket, sent the messenger back, bearing his letter and the box. In less than an hour the messenger returned fetching the box in which was the $5,000 check. The jewelers had decided to accept the $4,000 offer.

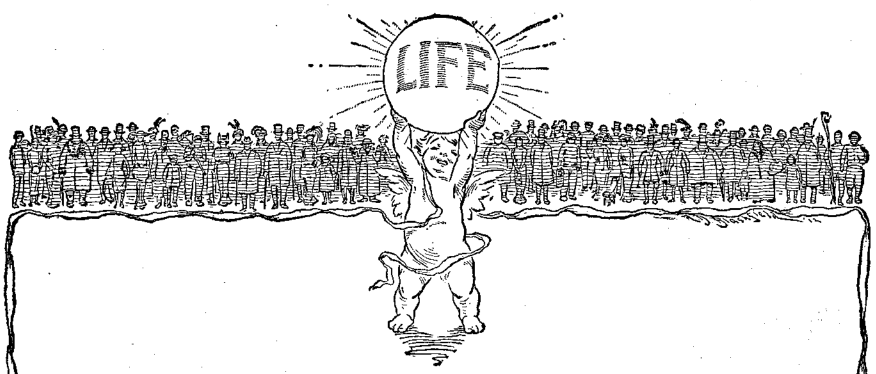
Mr. Morgan met one of the members of the jewelry firm at a dinner later, and told him the story of the two checks. The jeweler averred that his firm had lost money by the transaction.

"If you were losing money," asked Mr. Morgan, "why didn't you keep the box, with my $5,000 check?"

The jeweler answered, "I can understand now how it is that you have earned your place as the leading financier."

Mr. Morgan never wasted much time making up his mind about business deals, and he was never known to quibble. Ultimatums were one of his specialties. *The Evening Post* goes on:

The way he dealt with a certain owner of coal lands in Pennsylvania who knew that Mr. Morgan must have his property was characteristic. The owner had come prepared to exact a good price. Mr. Morgan kept him waiting a long time, and then allowed him to come forward. "I'll



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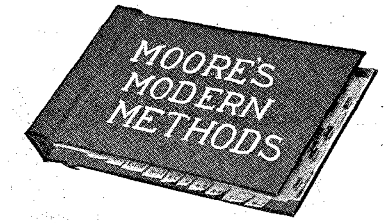

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give you $—— for your property." And there the bargain was closed. His habit was to deal in ultimatums; he would say, "I'll do this," or "I'll do that." He seldom asked advice, even of his partners. No doubt his confidence in himself inspired confidence in others.

He was never known in Wall Street as a speculator or operator in stocks. His reputation has been that of a constructor, a repairer; his labors have been to the end of prevention and upholding. Perhaps no one man in the history of our finances has rehabilitated so much property threatened with ruin and final extinction. Of him a short time ago some one said, "Mr. Morgan's office is the repair shop to which the crippled must go." His endorsement of a new scheme went far, at least, to insure its success; there were investors and speculators who sought to know no more than Mr. Morgan's opinion and relation to justify them in action as to it.

The New York *World* tells us something about Mr. Morgan's family life and his whims and personal habits. We read:

On the personal side there was much of mystery about Mr. Morgan. Mystery, that is, so far as the public was concerned. He was devotedly attached to his home and to his family, and cared but little for society. At his office he was so immersed in affairs that he seldom turned from his desk, so that few in New York knew him, even by sight. His recreations were few, and these of a kind that never made him a cynosure.

The financier was twice married. First, in 1861, to Amelia Sturgis, who died the following year, and again in 1865 to Frances Louise Tracy, who bore him four children—J. P. Morgan, Jr.; Juliet, who married W. P. Hamilton, one of his father-in-law's partners; Louisa, who married Herbert L. Satterlee, and Anne Tracy Morgan, who remains unmarried. Eleven grandchildren were added to the family group in Morgan's life.

In Madison Avenue, between Thirty-sixth and and Thirty-seventh Streets, all but the Hamiltons still make their home, the younger Morgan living beside his father, while the Satterlees live just to the rear of the Morgan library in Thirty-sixth Street. The Hamiltons live in Sterlington. The intercourse among the families was constant, and they made up a community of their own, even to having a school in the library for the children.

By odds the most extraordinary thing about Mr. Morgan was that he preserved his health by coddling. He never took a step that he could avoid; he never walked or rode in a public conveyance when he could ride in his own machine or his own carriage. He kept away from cold air zealously when he was indoors, and in every conceivable way, almost, did the things that health authorities say must not be done.

When he travelled he took with him his own food, to a considerable extent. On some of his voyages he carried along a registered cow from his country estate, Cragston, at Highland Falls on the Hudson, and he always took enough butter and eggs to last until he reached a tested source of supply. He imported his own tea, of which he was exceedingly fond, and paid

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$2 a pound for it. His cigars were made to his own order, and cost $125 a hundred.

He never ate luncheon, and his breakfast seldom varied from eggs and bacon, toast and tea, and sliced tomatoes. He always had tomatoes, raising them in his own hot-houses, as he did the strawberries he rarely went without. His dinners were elaborate, for despite his two meals a day he was something of a gourmet.

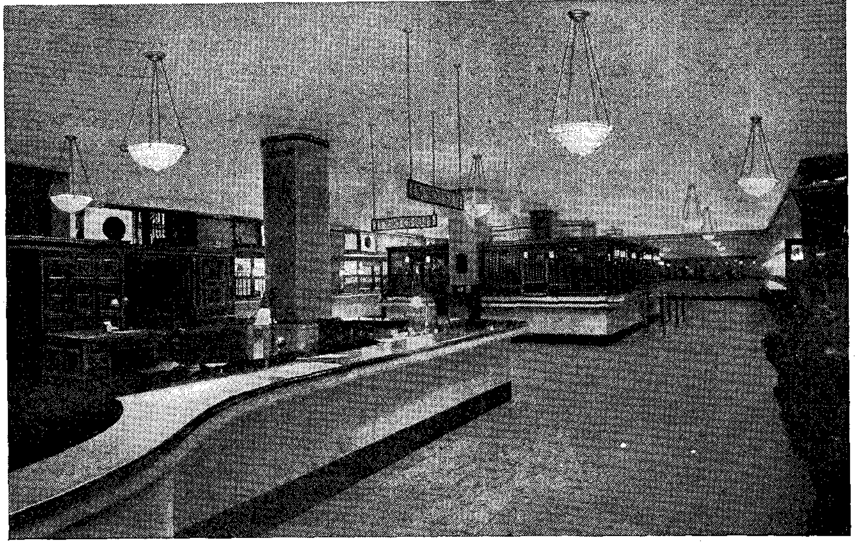
His recreations were but three—playing solitaire, yachting, and music. Either at home or in the "room of silence" at the Union League Club he played solitaire by the hour, chiefly using a variation of the game devised by William Butler Duncan, his first employer. Occasionally he played "4-11-44," and in later years indulged occasionally in bridge whist.

Yachting claimed him as a devotee in 1881, when the *Corsair I* was built. She was succeeded in 1891 by the *Corsair II*, which he sold to the Government in the war with Spain, the craft becoming the *Gloucester*. The *Corsair III*, which he still owned at the time of his death, was bought in 1898. The year following he built the *Columbia*, which sent the *Shamrock* to defeat both then and in 1901. For the three years succeeding these victories he was Commodore of the New York Yacht Club.

Afloat Mr. Morgan liked to whistle and sing German student songs. He had a really excellent bass, and he liked to gather his companions about him and sing glees by the hour. At home nothing entranced him so as the singing of hymns with the family. For many years he was a director of the Metropolitan Opera House, and with regularity occupied his box, No. 35, but it was to this other music that he gave his heart.

Like most men of great wealth, Mr. Morgan feared all political measures which might upset economic conditions. He was about as conservative as Eugene V. Debs is radical. An account of Mr. Morgan's political views is given by Lord Northcliffe, the famous English newspaper publisher, in an editorial in the London *Daily Mail*. Lord Northcliffe also writes his general impressions of the financier's personality:

> I had no knowledge of Mr. Morgan, the financier. The things we discoursed upon were politics and politicians. Knowing my interest in the press, he constantly led the conversation to that topic. It was no secret in the United States that he was not an admirer of most American newspapers. The only American daily journal I ever saw in his library was *The Sun*, which his friend and crony Laffan conducted, altho many people thought Mr. Morgan financially interested in it.
>
> He read our *Times* diligently and regularly, and it was somewhat surprizing to find one so immersed in the money struggle still able to keep pace with our affairs. He regarded Mr. Lloyd-George, I remember, as a great danger to the United States.
>
> I had heard most kinds of abuse of Mr. George, but had never encountered that special cuvée before, and asked him why. He answered me that American legislation constantly followed closely upon that laid down in England, and he gave many excellent examples, which I cannot remember



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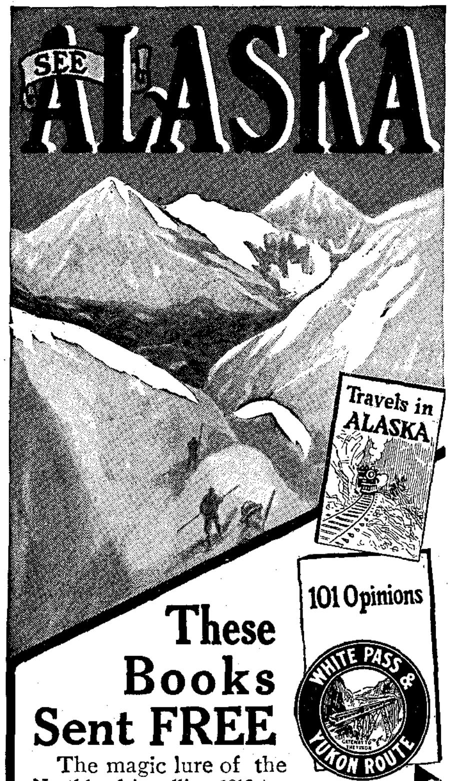

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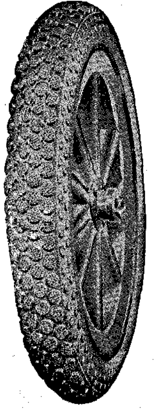

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at the moment, but the freeing of the slaves, the income tax, death duties, the Employers' Liability act (then pending), and the introduction of the parcel post were among them.

"Should Lloyd-George's Socialistic legislation make progress in your country," he remarked, "we shall follow you."

He had, I thought, an exaggerated fear of the danger of Socialism, but those shrewd, gray, glittering eyes had seen more than mine, and he may have been right. He obviously regarded English Conservatism as Radicalism, and English Radicalism as Socialism, and I fear I shocked him with a good number of my own Conservative views.

He was a John Bullish sort of man. Had he been born to country life in England a century ago he might have become a great squire, a sort of Coke of Norfolk, but a good deal more Tory than that progressive landowner. He had all the obstinacy, tenacity, and bulldog courage that we attribute to the old Tory squire. He was a diligent churchman of a kind not very common in the States, where Episcopalians occupy numerically but a small place. He was not merely a giver of gifts to churches, not merely a most munificent donor to the great Cathedral of St. John the Divine, now slowly arising in New York, but he took an intense interest in all church matters. He well understood the meaning of the words, "unto whomsoever much is given, of him shall much be required," and gave systematically, splendidly, and without the publicity that attends so much modern giving.

I said good-by to him last standing before a picture of his father, Junius Morgan, painted in England many years before. He told me a story which may not be known. A young painter presented himself one day at his father's London banking house and begged to be allowed to paint Mr. Morgan, the elder. Something attracted the banker to the painter and he gave half-humorous permission. The sittings progrest, and there was a small payment after each. The portrait was finished and the young man disappeared. Active and diligent search was made for the creator of what is admitted to be one of the finest modern portraits, but he was never again heard of.

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Defining a Dentist.—One who pulls out the teeth of others to obtain employment for his own.—*London Evening Standard.*

Evidently.—TEACHER—"What is a vacuum?"

BOY—"I know, teacher. I have it in my head, but I can't just think of it."—*Brooklyn Life.*

Busy Trip.—"I had a tough time delivering the mail yesterday," declared the postman.

"How was that?"

"Had a bulldog and a chunk of liver in the same delivery."—*Louisville Courier-Journal.*

Losing Faith.—OLD LADY—"I don't believe this sure-cure tonic is a-goin' to do me any good."

FRIEND—"It's highly spoken of in the papers."

OLD LADY—"Yes; but I've taken forty-seven bottles, and I don't feel a bit better. I tell you what it is, Sarah, I'm beginning to think these newspaper editors don't know everything."—*New York Weekly.*

Advising the Court.—A colored man was brought before a police judge charged with stealing chickens. He pleaded guilty and received sentence, when the judge asked him how it was he managed to lift those chickens right under the window of the owner's house when there was a dog in the yard.

"Hit wouldn't be of no use, judge," said the man, "to try to 'splane dis ting to you all. Ef you was to try it you like as not would get yer hide full o' shot an' git no chickens, nuther. Ef you want to engage in any rascality, judge, yo' bettah stick to de bench, whar yo' am familiar."—*Chicago Record-Herald.*

Tonsorial Art.—BARBER—"Poor Jim has been sent to a lunatic asylum."

VICTIM (in chair)—"Who's Jim?"

"Jim is my twin brother, sir. Jim has long been broodin' over the hard times, an' I suppose he finally got crazy."

"Is that so?"

"Yes, he and me has worked side by side for years, and we were so alike we couldn't tell each other apart. We both brooded a great deal, too. No money in this business now."

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"Yes!"—*Milwaukee Journal.*

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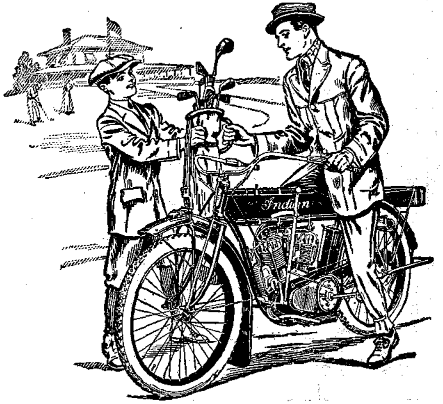

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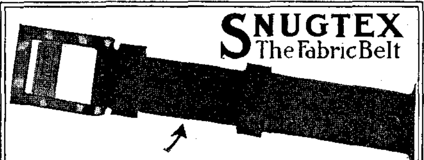

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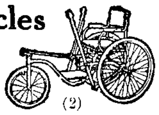

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Cautious, Anyway. — FATHER—"That young man of yours has more brains than I gave him credit for."

DAUGHTER—"Oh, papa, you don't really mean it?"

FATHER—"Yes; instead of coming to see me he called me up on the telephone."—*Philadelphia Telegraph.*

Edgar Knew Them.—The teacher was hearing her class of small boys in mathemathics.

"Edgar," she said, "if your father can do a piece of work in seven days, and your Uncle William can do it in nine days, how long would it take both of them to do it?"

"They would never get done," answered the boy, earnestly. "They would sit down and tell fish stories."—*New York Evening Post.*

Wrong.—"Do you keep coffee in the bean?"

"No, madam, brains."—*Boston Transcript.*

Ponder This.—"You'll be sorry some day that you didn't marry."

"Well, I'd rather not be married and be sorry I wasn't than be married and sorry I was."—*New Orleans Times-Democrat.*

His Job.—"How are the plans for your new house coming along?"

"Splendidly. My wife has finally laid out all the cupboards she wants, and now all the architect's got to do is to build the house around them."—*New Orleans Times-Democrat.*

Warning Him.—REVEREND GUDE—"We Christians have a beautiful city made of solid gold, with streets of pearl, gates of precious stones, and——"

DEACON BULLION—"Great Scott, man, chop that dope! Before you know it you'll have the Pujo bunch up here asking you where you got it."—*Puck.*

His Experience.—"What is your idea of high finance?"

"It is a school of fiction," replied Mr. Dustin Stax, "in which mathematics takes the place of language."—*Washington Star.*

In the Same Line.—"Think the Reds will cop the pennant this season?" asked the barkeep.

"Well," replied the souse, "I expect to see the team display some bunting."—*Cincinnati Enquirer.*

Corrected.—AMERICAN—"Those Dash-away girls are as much alike as two peas in a pod."

ENGLISHMAN—"Haw—but, me deah fellow, I say, don't y'e know, there's only one p in pod, y' know."—*Town Topics.*

Ever Ready.—"There is one vital difference between ball-players and politicians."

"Only one?"

"Well, one that is more noticeable than any of the others. You never hear of a political holdout."—*Chicago Record-Herald.*

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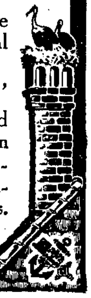

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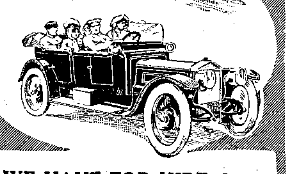

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CURRENT EVENTS

Foreign

March 30.—The Mexican Government makes a formal protest to the United States against the shipment of arms across the frontier by Americans.

March 31.—A dispatch from Mexico City says the report that Pascual Orozco, Sr., was recently shot by followers of Zapata, is confirmed.

J. Pierpont Morgan dies in Rome.

April 1.—A London dispatch says Turkey has unreservedly accepted the peace terms recommended by the Powers.

Canada's trade for twelve months just ended reached the billion mark, for the first time in the Dominion's history.

April 2.—The Pope appoints the Rev. P. Nussbaum, of Baltimore, to be the Bishop of the diocese of Corpus Christi, Texas.

April 3.—Mrs. Emmeline Pankhurst, the English suffragette leader, receives a three-year jail sentence for complicity in the destruction of property.

A dispatch from Mexico City says Provisional President Huerta agrees to the naming of Pedro Lascurain as Provisional President to serve out the rest of Madero's unexpired term. Lascurain as Minister of Exterior Relations was next in line in view of the deaths of Madero and Vice-President Suarez.

The German military dirigible *Zeppelin IV.* lands at Lunéville, France, and is seized by the French authorities.

The German liner *Vaterland,* 950 feet long and 100 feet wide, the largest ship in the world, is launched at Hamburg.

Domestic

WASHINGTON

March 28.—The Government's relief expedition, headed by Secretary of War Garrison, goes to the flood-stricken districts of Ohio.

March 31.—Walter H. Page, of New York, accepts the appointment as Ambassador to Great Britain.

Charles Earl, Solicitor of the Department of Commerce, resigns.

April 1.—Ex-Governor John Burke, of North Dakota, takes the oath of office as Treasurer of the United States.

Express companies, opposing a reduction of rates by the Interstate Commerce Commission, say the parcel post has injured their business.

GENERAL

March 28.—James McCrea, ex-president of the Pennsylvania Railroad, dies at his home in Philadelphia.

Floyd Allen and his son, Claude, are executed at Richmond, Va., for the part they took in the murder of Judge Thornton Massie and other court officials at Hillsville.

March 29.—The rescue work at Dayton practically ends and Secretary of War Garrison calls Federal health experts to prevent an epidemic.

March 30.—Thousands of people flee from the lowlands along the lower Ohio River and the middle Mississippi to escape the floods.

March 31.—William D. Haywood, of the Industrial Workers of the World, is sentenced to six months in jail in connection with a strike at Paterson, N. J.

April 1.—Raleigh, N. C., adopts the commission form of government.

Charles M. Schwab, president of the Bethlehem Steel Corporation, exchanges positions with E. G. Grace, general manager.

Representatives of the United States Steel Corporation and of the Westinghouse interests oppose the issuing of licenses for saloons in the vicinity of their plants, on the grounds that the use of intoxicants by their employees lowers the worker's usefulness.

April 4.—J. H. Patterson, chairman of the Dayton Relief Committee, asks President Wilson to send an adviser to help the city's business men readjust their affairs.

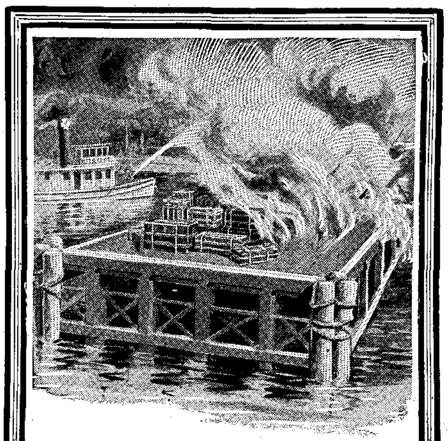
Expensive.—STUDE—"Do you smoke, professor?"

PROF.—"Why, yes, I'm very fond of a good cigar."

STUDE—"Do you drink, sir?"

PROF.—"Yes, indeed, I enjoy nothing better than a bottle of wine."

STUDE—"Gee, it's going to cost me something to pass this course."—*Cornell Widow.*



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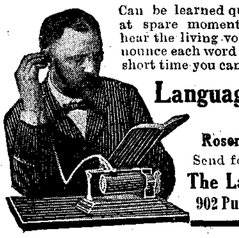

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